AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
AUGUST 5, 2021
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.

When: Aug 5, 2021 06:15 PM Mountain Time (US and Canada)

Topic: 2021/08/05 Regular Council Meeting

Please click the link below to join the webinar:

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Webinar ID: 810 6866 4545

International numbers available: https://us02web.zoom.us/u/kdfOa6O68n

WORK SESSION

3:30 2. 2022 Budget Work Session — Information/Discussion

REGULAR SESSION

6:15 3. Roll Call

4. Pledge of Allegiance

5. Agenda Changes & Conflicts

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

7. Council Comments

8. Consent Agenda — Discussion and/or Action

   A. Minnutes from July 15, 2021 Council Meeting

B. CC4CA Policy Updates for 2021-2022

C. Refund of Tobacco Tax Over-collection

D. License to Encroach 51579 6 & 24 HWY

E. Memorandum of Understanding with School District RE-1 for Contribution to Mental Health and Substance Program

F. CBN Dark Fiber and Rack Space Lease Agreements for Region 10 and Pitkin County Through NWCCOG

G. Ordinance 07, Series of 2021 - Changes to Title 070.045.120 Affordable and Workforce Housing- Second Reading

H. Police Department Fee Schedule Changes

I. CBN/Eagle Broadband IGA Approval

J. RFSD 27th St Trail Easement Agreement

K. Mitchell Creek Flood Plain RFP 2021-22P Award

L. Roaring Fork Pump Station 2021-21P Bid Award

ACTIONS AND/OR PRESENTATIONS

9.	Swearing in of New Deputy Fire Chief	Discussion and/or Action
10.	ESG Homeless Assistance Funding and Contract	Discussion and/or Action
11.	Ordinance No 2021-10; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending the 2021 Appropriation Ordinance to Reflect Carryovers from the 2020 Budget, Reallocation of Funds, and Expenditures Approved after Submission of the 2021 Budget (ONE READING)	Discussion and/or Action
12.	Continuation of Annexation- To be Continued to August 19th, 2021.	Discussion and/or Action
	A. 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).	Discussion and/or Action
	B. Ordinance 2021-08: Annexing Property to the City.	Discussion and/or Action
	C. Ordinance 2021-09: Zoning a Parcel of Land Annexed Into the City.	Discussion and/or Action
13.	Report from City Administration	
	A. City Manager	
	B. City Attorney	
	C. Correspondence Incoming/Outgoing	
14.	Executive Session pursuant to §24-6-402(4)(f) (I), C.R.S., to discuss personnel matters not specific to any individual employee who has requested the matter to be in open session, more specifically concerning the City Managers annual review.	Information/Discussion
15.	Adjournment	

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: 2022 Budget Work Session

Action Requested: None

Department: City Administration

Presented By: Steve Boyd, COO
Yvette Gustad, Finance Director

Background Info: The first budget work session will cover some preliminary topics and knock out a few of our smaller funds. The full schedule is attached to this staff report.

-Council Objectives
-Sales Tax Revenue Projections
-GID
-Cemetery
-Conservation Trust
-VALE

Issues: NA

Staff Recommendation: NA

2022 Budget Work Session Schedule

Updated 7-28-2021

August 5
Council Objectives, Sales Tax Revenue Projections, GID, Cemetery, VALE, Conservation Trust

August 19
Tourism Promotion, DDA, Marijuana, Tobacco, Fire Equipment Replacement

September 2
Bus Tax, Water/WW, Electric, Broadband, Fleet, Landfill, Street Tax

September 16
General Fund, Fire/EMS, Capital Projects, A&I

October 7
Budget Submittal

October 21
Public Hearing

November 4
Adoption

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Minnutes from July 15, 2021 Council Meeting

Action Requested: Minutes from July 15, 2021

Department: City Clerk

Presented By:

Background Info:

Issues:

Staff Recommendation:

MINUTES

CITY OF GLENWOOD SPRINGS

REGULAR CITY COUNCIL MEETING

JULY 15, 2021

101 W. 8TH STREET

6:15 PM

Note: Official meeting minutes are located on the City website via YouTube video at the following link: https://www.youtube.com/user/GlenwoodSprings1885/videos. The times in agenda items indicate approximately where the item can be found on the YouTube video timeline.

REGULAR SESSION

:00 Roll Call

Present: Mayor Godes, Mayor Pro-Tem Willman, Councilor Hershey, Councilor Kaup, Councilor Davis, Councilor Wussow, Councilor Stepp. Also present were Debra Figueroa, City Manager; Jenn Ooton, Assistant City Manager, Matt Langhorst, Director of Public Works, Brian Smith, Director of Parks and Recreation and Karl Hanlon, City Attorney.

:01 Pledge of Allegiance

Mayor Godes led the Pledge.

:01 Agenda Changes and Conflicts

No conflicts offered.

:01 Citizens Appearing Before Council

No citizen appeared.

:02 Council Comments

Councilor Stepp stated that the River Fest, held by the River Commission, is August 7th.

Councilor Davis stated that the Farmers Market is thriving and fulfills the vision of 7th St.

Mayor Pro-Tem Willman stated that on August 15th, the first Rocky Mountaineer Train will come through Glenwood and the Tourism board is planning a big welcome. Willman also commented that the CML's new initiative is housing. Willman welcomed everyone back to an in-person Council meeting.

Councilor Kaup asked if it would be possible to have a City run child care center for employees at the Community Center. Council directed City Manager, Debra Figueroa for staff to take a preliminary look into the possibility.

Mayor Godes thanked Alissa Owsley, Director of Information Systems, for her work to make the in-person Council meetings possible. Godes commented that the City Manager review is overdue and suggested an Executive Session for the next Council Meeting.

:10 Motion for Consent

:10 Mayor Pro-Tem Willman moved, seconded by Councilor Hershey, to approve the consent agenda.

Motion passed unanimously.

:10 South Midland Update

Kathleen Bontavich, presented. Phase 1 of the roundabout is currently in progress and will be the focus until August 16th when school returns. Roadway surfaces on much of South Midland are temporary asphalt and afternoon rains often lead to potholes, but they are attempting to patch them as quickly as possible. Their main goal is to come up with a comprehensive plan for smooth transition for buses and traffic for the upcoming school year. One of these aspects is that Sunday work is now necessary.

Mayor Godes asked about the upcoming hours during the school year. He suggested that the new 9am-4pm weekday hours might interfere with school traffic at 3pm.

Mark Gould stated that they will clarify Gould's hours and work with the school schedule when he meets with the school next week.

:24 DDA Board Appointment

Mayor Pro-Tem Willman and Councilor Davis, the two Council liaisons to the DDA, highly recommend Chad Lee, applicant, for the DDA.

Mr. Lee commented on his enthusiasm for the vitality for the Downtown Corridor and 6th street. He stated that it is time for updated parking, but the DDA should not operate it. He commented that North Landing is the gateway to 6th street and what happens there needs to be done with care and not to rush anything.

:27 Mayor Pro-Tem Willman moved, seconded by Councilor Davis, to appoint Chad Lee to a second term on the Downtown Development Authority.

Motion passed unanimously.

:28 RFTA Funding and Maintenance IGA for the 27th Street Underpass

Item was moved to later in the agenda.

:29 Downtown Paid Parking (MOVE Study)

Terri Partch, City of Glenwood Civil Engineer, presented. The MOVE study showed that the City is reaching parking capacity in the entire downtown area. Employees are occupying much of the off-street parking. Residential overnight parking in off-street lots are 20-40% full. The main recommendation is to implement off and on street paid parking in 2022. Other recommendations are to implement a truck loading zone. Establish weekend enforcement. Update our parking management from chalk to a license plate recognition technology. Adjust fines for parking violations and improve signage.

Councilor Stepp asked if bike parking and the cost of increased transportation by RFTA would be included in this request. Partch replied that the MOVE study did address the need for more bike racks and also included more information on the RFTA situation.

:45 Mayor Godes opened for public comment.

Robert Gavrell, Transportation Commission, commented that the Transportation Commission is very impressed with the new study. Gavrell stated that it is to be implemented in phases starting with enforcement led by a parking manager. Gavrell emphasized that hiring a parking manager would in turn create revenue for the City.

Sheila Markowitz, Bennett Ave, commented that this is a tourist town, but the way forward is with enforcement and not paid parking.

Kevin Brady, Glenwood Springs, commented that all of the other solutions, such as enforcement, have yet to be tested before coming to the solution of paid parking. Brady stated that this will affect citizens as people avoiding paid parking will park in residential neighborhoods.

:56 Mayor Godes closed for public comment.

:56 Councilor Kaup moved, seconded by Councilor Wussow, to adopt the managed parking recommendation from the RFTA and City MOVE study, from the Transportation Commission and from the DDA. To direct staff to begin developing a managed parking plan for the City, including outlining program costs estimates and potential revenue as well as a plan for public outreach and stakeholders input. This will be brought back to Council for further consideration in the fall.

Councilor Davis commented that he would like enforcement in place by June.

Mayor Godes stated that he will support this motion based on its request for a plan and public input, not immediate implementation.

Mayor Pro-Tem Willman commented that he would like to see a measure of enforcement by June.

City Manager Debra Figueroa stated that there currently is parking enforcement however there has been a problem hiring an enforcement officer.

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

Nays: Hershey

Motion Passed 6-1.

1:06 Resolution 2021-17: A New Fee Schedule for the Issuance, Transfer, Renewal, and Other Related Services of Medical and Retail Marijuana Licenses.

Ryan Muse, City Clerk, presented on a new proposed fee schedule for marijuana licenses. Fees have remained at the same level since 2011 and 2013, and Glenwood is one of the municipalities in the state with the lowest fees. The increase is to offset the cost to the City in managing marijuana stores and grow locations.

Councilor Davis asked if other municipalities have the same sales tax levels as Glenwood. Ryan Muse replied that everyone contacted in the research had a sales tax. Muse also pointed out that sales tax is a tax on the product while the fees will affect the owner when an application is made.

1:11 Mayor Godes opened for public comment.

Michaele De'Jide commented but was not audible.

1:12 Mayor Godes closed for public comment.

1:12 Councilor Hershey Willman moved, seconded by Councilor Kaup, to approve Resolution 2021-17: A New Fee Schedule for the Issuance, Transfer, Renewal, and Other Related Services of Medical and Retail Marijuana Licenses.

Ayes: Godes, Hershey, Kaup, Wussow, Stepp, Willman

Nays: Davis

Motion Passed 6-1.

1:15 RFTA Funding and Maintenance IGA for the 27th Street Underpass

Terri Partch, City of Glenwood Civil Engineer, presented on the underpasses for 27th Street and Highway 82. RFTA has 4.3 million dollars from the Destination Tax Measure and with the City, are looking for other grants. There are CDOT grants totaling around 3.1 million dollars and the overall project costs estimate is 10.1 million dollars. The City has contributed $500,000. RFTA has funding available from other projects not completed and added to their contribution totaling just over 7 million dollars. Partch asked for consideration of the maintenance provisions, in this provision the City would be required to maintain 23rd to 27th Street while RFTA would maintain the Rio Grande Trail and Highway 82 tunnel. $250,000 from the 2022 budget will be put towards the project to assist with snow melt and additional sidewalk.

Councilor Stepp asked if the cost would be less if the sidewalk is not completed and if the City would be responsible for any repairs or liability to and for the underpass. Partch replied that the funding should be left to cover fluctuations in costs. Dan Blakenship, RFTA, replied that funding for those projects would still be there in the future. Karl Hanlon, City Attorney, replied that the City would be open to liability, but it is the same for anywhere in the City.

1:26 Mayor Godes opened for public comment.

Robert Gavrell, Transportation Commission, commented that the Transportation Commission is in favor of the underpass and a continuation of RFTA's services down Hwy 6.

1:28 Mayor Godes closed for public comment.

1:28 Councilor Hershey moved, seconded by Councilor Kaup, to support RFTA Funding and Maintenance IGA for the 27th Street Underpass.

Councilor Stepp asked if there could be a fifty-fifty spilt of the costs. Terri Partch replied that the IGA covered that issue unless there is an unforeseen condition during construction.

Councilor Kaup commented that this is an important project with a huge value to the City.

Mayor Pro Tem Willman commented that this project is of benefit to CDOT and they should be doing some of the maintenance of one or both of the tunnels.

Councilor Wussow commented that this is a health and safety project aimed at keeping citizens safe but is concerned the estimate for costs will rise as per most construction projects. Wussow stated that the City should only commit $125,000.

Councilor Hershey commented that this is a major safety issue.

Ayes: Godes, Stepp, Kaup, Hershey

Nays: Davis, Willman, Wussow.

Motion Passed 4-3.

1:35 Outdoor Dining Regulations

Matt Nunez, Economic Development Specialist, presented on outdoor dining regulations now that the pandemic requirements have lessened. Nunez requested guidance on how Council would like to proceed to reinstate lease and application fees, and the continued use of parklets at the public right of way.

Mayor Pro-Tem Willman asked if any other restaurants had expressed an interest in using the parklets. Nunez replied that he was unaware of any other interest although other restaurants have or will apply for outdoor dining areas.

Councilor Kaup asked if the permitting process is reinstated, will that require a change to what restaurants are now allowed to construct compared to last year. Nunez replied that there are guideline and design standards and would recommend keeping them, except for an item that does not allow construction in a right of way.

1:39 Mayor Godes opened for public comment.

Steve Nieslanik, owner of Masala and Curry and Glenwood resident, currently uses two of the parklets. He requested that Council renew the permit with the exception of taking them down in the winter.

1:41 Mayor Godes closed for public comment.

1:41 Councilor Davis moved, seconded by Councilor Wussow, to continue as in the past year with these restaurants and outdoor dining and limit from two spaces to one space feeling

that we were at a point in this pandemic where more people were comfortable eating indoors so the demand for outdoor dining has been reduced, and to reinstate the fees.

Councilor Stepp asked if Glenwood's double and single parklets and are comparable in size to other municipalities. Jennifer Ooten, Assistant City Manager, answered that the size of the parklet has to do with the available depth at which they will be placed.

Councilor Kaup commented that we should not restrict the parklet to one parking space rather it should be eight or nine by twenty-three or twenty-four.

Councilor Davis asked the gross fees for 2019. Nunez replied he doesn't have the number, but the admin fee was seventy-five dollars and one dollar seventy-five cents per square foot.

Mayor Pro-Tem does not think the fees should be waived and businesses can get permission from a neighboring property to use the parking space there would only be a loss of one or two more parking spaces.

Councilor Kaup commented that they should follow the staff recommendation.

Ayes: Hershey, Wussow, Davis

Nays: Kaup, Godes, Willman, Stepp

Motion Failed 4-3.

1:49 Mayor Pro-Tem Willman moved, seconded by Councilor Kaup, to adopt staff's recommendations set forth in the staff report.

Councilor Davis requested confirmation that the dining areas beneath the bridge will remain the same. Mayor Pro-Tem Willman replied yes.

Ayes: Willman, Wussow, Stepp, Kaup, Hershey, Davis

Nays: Godes

Motion Passed 6-1

1:51 Recess

1:58 Compensation Study Results

Laurie Graves, Graves Consulting, and Debra Figueroa, City Manager, presented. The purpose of this study was to help the City's leadership team to recruit and retain talented employees and to provide recommendations for the City's pay structure and benefits program for implementation and maintenance. Debra Figueroa introduced the financial impact of implementing the new pay structure with a total of just under $1,400,000 for the 2022 budget and for it to be implemented begininng August 1, 2021, with an immediate cost from the general fund of just under $500,000.

Mayor Pro-Tem Willman asked if salary is a percentage of the overall general fund. Karl Hanlon replied that the increase across all funds would be up from 22% to 23.1% and for the general fund from 60.1% to 62% of $20,000,000 in the general fund.

Councilor Wussow asked if this would help employment. Human Resources Director, Dana Peterson, replied that it would help with new employees as well as with staff retention.

2:28 Mayor Pro-Tem Willman moved, seconded by Councilor Hershey, to adopt the staff recommendation that will increase the 2022 budget from August 1, 2021.

Councilor Stepp commented that she understood the need, but this should be more thoroughly discussed by council because there are so many projects at the top of the list. She understood the need to retain employees, but this very rushed for this increase in the budget.

Mayor Pro-Tem Willman commented that it costs a lot of money to train staff and they are the ones who provide the services to the citizens.

2:33 Mayor Godes opened for public comment.

2:33 Mayor Godes closed for public comment.

Councilor Hershey commented that the Police Department is short by ten officers which is a safety issue.

Councilor Kaup commented that it was important to look at where the City stands in comparison with other communities to be able to recruit and retain staff.

Councilor Davis commented that this amount comes to an average of 6% per employee which is an efficient business. Figueroa pointed out that there were no raises or cost of living increase in 2021.

Motion passed unanimously.

2:37 Report from City Administration

A. City Manager

No report.

B. City Attorney

No report

C. Correspondence Incoming/Outgoing

2:37 Adjournment

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: CC4CA Policy Updates for 2021-2022

Action Requested: Approve CC4CA Policy Updates for 2021-2022

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: The City joined CC4CA (Colorado Communities for Climate Action) in 2020 per the request of City Council. Each year all members are asked to approve any policy updates. It is requested that these changes are approved by the end of August. A complete list of these updates is attached to this item.

Issues: NA

Staff Recommendation: Staff recommends the approval of the new policy guidelines proposed by CCC4CA.

CC4CA Policy Statement
Effective July 1, 2021
Adopted by the Board of Directors June 4, 2021

Colorado Communities for Climate Action is a coalition of local governments advocating for stronger state and federal climate policy. CC4CA's policy positions reflect unanimous agreement among the coalition members on steps that should be taken at the state and federal level, often in partnership with local governments, to enable Colorado and its communities to lead in protecting the climate.

CC4CA generally focuses on legislative, regulatory, and administrative action, supporting efforts that advance the general policy principles and the detailed policy positions described below, and opposing efforts that would weaken or undermine these principles and positions.

General Policy Principles

The following general principles guide Colorado Communities for Climate Action's specific policy positions. CC4CA supports:

- Collaboration between state and federal government agencies and Colorado's local governments to advance local climate protection and resilience.
- State and federal programs to reduce greenhouse gas pollution, including adequate and ongoing funding of those programs.
- Analyses, financial incentives, infrastructure, and enabling policies for the development and deployment of clean energy technologies.
- Locally driven and designed programs to support communities impacted by the clean energy transformation.
- Prioritizing policies that put equity at the center of decision-making by addressing systemic environmental and governance inequities based on race and socioeconomic status and by justly transitioning and growing the clean economy.

Policy Positions

Colorado Communities for Climate Action supports the following policy positions:

Statewide Climate Strategies

1. Reduce statewide greenhouse gas emissions consistent with or greater than the State of Colorado's 2019 codified goals.

2. Secure accurate, actionable useful, and regular state greenhouse gas inventories and forecasts for Colorado which are made accessible to local governments and incorporate alignment between state and local inventory data to the extent possible.

3. Adopt a comprehensive market-based approach to reduce Colorado's greenhouse gas emissions that ensures the benefits accrue justly and equitably to impacted communities.

4. Expand consideration of the environmental and health costs associated with the use of fossil fuels in making and implementing climate-related policy.

Local Climate Strategies

5. Remove barriers and promote opportunities that allow counties and municipalities to maximize deployment of local clean energy and climate-related strategies, including resilience-oriented strategies, while promoting affordable, accessible, and equitable delivery of reliable clean energy.

6. Enable local governments to obtain the energy use and other data from utilities and state agencies that they need to effectively administer climate and clean energy programs.

7. Support a comprehensive public process for evaluating retail and wholesale energy choice options for communities, informed by a broad variety of stakeholders.

8. Provide for cost-effective and equitable policies, strategies, and practices that enable and accelerate energy efficiency in buildings, beneficial electrification, reducing GHG emissions, improving quality of life, and making the electric grid more robust and resilient.

Energy Generation

9. Accelerate retirement of existing fossil fuel generation facilities and their replacement with cost-effective and reliable clean energy supplies, through means that support utilities, consumers, and the communities where these facilities have been located.

10. Expand the ability of electric cooperatives and municipal electric utilities to independently purchase local renewable electricity and take other steps to reduce greenhouse gas pollution.

11. Modernize energy infrastructure to enhance community-based resilience and integrate distributed energy resources.

Energy Efficiency

12. Expand demand side savings from efficiency and conservation for all energy types.

13. Support ongoing and sustainable funding for weatherization and renewable energy assistance to low-income households, including those in fossil fuel-dominated economies, so that all Coloradans have access to comfortable and affordable homes.

14. Support ongoing and sustainable funding for programs that assist communities in the transition from fossil fuel-dominated economies.

15. Provide counties and statutory cities and towns with the same authority held by home rule cities to implement local energy conservation policies and programs.

Transportation

16. Ensure effective implementation of Colorado's vehicle emissions standards and other regulatory and programmatic activities designed to reduce greenhouse gas emissions from mobile sources.

17. Implement the 2020 Colorado Electric Vehicle Plan and other efforts to increase electrification of all motor vehicles.

18. Increase funding and policy incentives for multimodal transportation and multimodal-friendly development statewide.

19. Incentivize and select mobility alternatives, including movement of both people and goods, based on energy efficiency, and environmental costs and benefits.

Fossil Fuel Extraction Activities

20. Expand monitoring and reduction of the full life cycle emissions from fossil fuel extractive industry activities.

Waste

21. Grant CDPHE authority to implement a plan for meeting Colorado's statewide and regional solid waste diversion goals.

22. Reduce or eliminate use of disposable/single-use products and promote reuse of materials, including construction and demolition waste.

23. Foster circular economy policies like reuse, recycling, composting, and reducing the carbon intensiveness of materials and products.

24. Reduce greenhouse gas emissions from solid waste, water treatment, wastewater processing, and agricultural activities.

General

25. Encourage adoption of climate-positive innovations like telecommuting, drawing from the lessons learned during the coronavirus pandemic, to substantially reduce air and greenhouse gas pollution.

26. Promote proactive programs and efforts that improve the resilience and adaptability of Colorado communities in the face of natural disasters and other major challenges associated with climate change, including ensuring that disaster stabilization and recovery efforts result in reduced greenhouse gas pollution and improved resilience to future disasters.

27. Support exploration and deployment, when appropriate, of natural climate solutions (NCS) and of carbon capture and utilization/sequestration (CCUS).

28. Reduce greenhouse gas emissions and increase resilience associated with water management through water conservation, efficiency, reuse, adaptation and low impact development strategies.

29. Encourage investments that achieve climate-positive solutions, including policies that encourage entities investing public dollars to consider partial or full divestment as part of their investment strategies.

30. Maintain protections and authorities currently provided under environmental laws like the National Environmental Policy Act, Clean Air Act, and Clean Water Act, and ensure that these laws are fully implemented.

Itemized List of the Proposed Policy Statement Updates

Substantive Proposed Updates

a) Add a new item on solid waste, wastewater, and agricultural waste (which will now be Policy Position #24):

> *24. Reduce greenhouse gas emissions from water treatment, wastewater treatment, solid waste, and agricultural activities.*

b) Add a new item on water conservation (which will now be Policy Position #28):

> *28. Reduce greenhouse gas emissions and increase resilience associated with water management through water conservation, efficiency, reuse, adaptation and low impact development strategies.*
>
> NOTE: This language was crafted by an ad-hoc working group in April and May to find language that clearly identifies water-related GHG emissions as important to CC4CA but avoids the issues on which CC4CA's members may not share a unified view (specifically on water storage, diversions, and the varying perspectives across the West Slope and Front Range).

Minor/Clarifying Proposed Updates

c) Change the language on the fifth General Policy Principle from:

> *Prioritizing policies that put people at the center of decision-making, minimizing disparities in growing the clean economy, especially for historically marginalized communities, and enhancing equitable outcomes for all.*
>
> … to the language recommended by CC4CA's Equity Working Group:
>
> *Prioritizing policies that put equity at the center of decision-making by addressing systemic environmental and governance inequities based on race and socioeconomic status and by justly transitioning and growing the clean economy.*
>
> NOTE: This language was crafted by CC4CA's ad-hoc Equity Working Group between March and May in a careful, collaborative process.

d) Add "actionable, useful" and "alignment between state and local inventory data" to Policy Position #2, change "frequent" to "regular," and delete "designed to be useful to stakeholders," so that it reads:

> *2. Secure accurate, actionable, useful, and regular state greenhouse gas inventories and forecasts for Colorado which are made accessible to local governments and incorporate alignment between state and local inventory data to the extent possible.*

e) Consolidate what was Policy Position #8 into the subsequent position statement (currently identified as #8).

f) Change "protect" to "support" and add "communities," so that the sentence in #9 reads: "… through means that support utilities, consumers, and the communities where these facilities have been located."

g) Add "municipal electric utilities" to Policy Position #10 so that it reads:

> *10. Expand the ability of electric cooperatives and municipal electric utilities to independently purchase local renewable electricity and take other steps to reduce greenhouse gas pollution.*

h) Expand "coal" to "fossil fuel" in positions #13 and #14 pertaining to supporting transition communities.

i) Add "legislative" to the list of venues in Policy Position #16 and replace "vehicles" with "mobile sources" to capture the full range of vehicle types as well as other mobile sources like lawn mowers, and so that it reads:

> *16. Ensure effective implementation of Colorado's vehicle emissions standards and other legislative, regulatory, and programmatic activities designed to reduce greenhouse gas emissions from mobile sources.*

j) Change the heading of the section on solid waste (immediately before Policy Position #21) from "Solid Waste Reduction" to "Waste," since the language in this section now covers reducing solid waste, liquid waste, and the carbon intensity of waste.

k) Add "or eliminate" to Policy Position #22 so that it reads:

> *22. Reduce or eliminate use of disposable/single-use products and promote reuse of materials, including construction and demolition waste.*

l) Reword Policy Position #23 to make it clearer and to add carbon intensiveness and circular economy, so that it reads:

> *23. Foster circular economy policies like reuse, recycling, composting, and reducing the carbon intensiveness of materials and products.*

m) Clarify that Policy Position #27 is aimed at both natural carbon sequestration (known as "Natural Climate Solutions") and carbon capture technologies, and shorten the item, so that it reads:

> *27. Support exploration and deployment, when appropriate, of natural climate solutions (NCS) and of carbon capture and utilization/sequestration (CCUS).*

n) Incorporate what was Policy Position #28 into the fifth General Policy Principle (see letter (c) above).

o) Add "and ensure that these laws are fully implemented" to Policy Position #31 so that it reads:

> *31. Maintain protections and authorities currently provided under environmental laws like the National Environmental Policy Act, Clean Air Act, and Clean Water Act, and ensure that these laws are fully implemented.*

Minor Wording and Copy Editing Updates

p) Minor copy edits (e.g., updating dates and tense alignment).

q) Eliminate the article "the" in some sentences, when unnecessary, for grammatical consistency.

r) Replace "carbon pollution" with "greenhouse gas pollution."

s) Replace "carbon emissions" with "greenhouse gas emissions."

Please note that the Board authorized staff to correct typos and non-material errors without further approval by the Board.

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Refund of Tobacco Tax Over-collection

Action Requested: Consider a method to rebate overcollection in 2020 Tobacco Tax receipts.

Department: City Administration

Presented By: Steve Boyd, COO

Background Info: In November 2019 the voters approved a tax of $4 per pack on cigarettes and 40% on other products containing nicotine beginning on 1/1/2020. The Taxpayer Bill of Rights (TABOR) requires any ballot question to contain an estimate of the amount to be collected. If actual receipts are greater than that estimate the overcollection must be rebated to the community in the first year of collection.

Our estimate was $900,000 and actual collections were just under $930,000. The $30,000 can be rebated in any way that provides a public good. Staff briefed the Financial Advisory Board earlier this year on the situation and an idea that came out of that conversation was to contribute the funds to an organization that could help youth avoid nicotine addiction. Munro Wilcox reached out to a few people who pulled together the possibility of creating a Nicotine Cessation Committee that includes YouthZone, Valley View Hospital, Garfield County Health Group and Pitkin Health Promotion.

Issues: FAB is respectfully submitting this as an idea for consideration in response to a request from staff. There are many ways Council could choose to rebate these funds. This option is easy to implement and provides assistance to people in avoiding the substance generating the revenue.

This is a one-time contribution and does not obligate the City to any additional funding. The coalition may raise additional funding, but the City's $30,000 contribution must be spent entirely within the City of Glenwood Springs to meet the refunding requirement.

Staff Recommendation: Staff supports the rebate of Tobacco Tax to the Nicotine Cessation Coalition.

Dear City Council Members,

The Nicotine Coalition would like to take an opportunity to express our collective excitement to pilot a youth nicotine education and cessation program in Glenwood Springs. We would also like to express our gratitude to the Glenwood Springs City Council for consideration of our proposal for $30,000 in initial funding. It is our belief that resources for at-risk youth and families are scarce in the Roaring Fork Valley, and that a strong program built upon cooperation between local organizations and schools is the best avenue to provide vital intervention and support. We are thrilled at the potential this program has to thrive, grow, and bring positive impact to our community.

The intent of the Nicotine Coalition is to create a program which is sustainable year-over-year, scalable in accordance with the funding available to us, and designed to provide both large scale educational interventions in partnership with schools as well as individual and family-level interventions. The talents of our partners will be utilized to provide services tailored to client needs when beneficial. It is the belief of the coalition that services are most effective when they are not one-size-fits-all, but rather built to instill in clients a sense of positive self-regulation and self-worth and a desire to re-engage with the community.

While the Nicotine Coalition currently consists of four founding organizations, we anticipate that our coalition will grow organically as we find new talent to bring to the coalition and as we expand into neighboring communities and schools. The overarching goal of the coalition is to grow our relationship with each school and community in the Roaring Fork Valley and utilize the resultant partnerships to ensure every school has the educational and professional resources necessary to provide wide-scale educational opportunities, prevention measures, and referral to appropriate treatment for those youth who need it.

Thank you for your consideration,

The Nicotine Coalition

YouthZone & Nicotine Coalition, Glenwood Springs, CO
Proposal for Funding

YouthZone respectfully requests $30,000 in funding from the City of Glenwood Springs to support the development of the Nicotine Coalition in Glenwood Springs. The collective partners of the coalition will unite to create a program which provides vital Tier 1 preventive and educational resources, as well as small-group and direct individualized services to youth with Tier 2 and 3 needs.

Purpose and Goals

The Nicotine Coalition was born out of a joint desire by multiple partners in Glenwood Springs to address the immediate need for nicotine-related cessation programs and educational resources targeted directly to youth in the community. The coalition's program will create an opportunity to identify families and youth in need earlier and provide diversion from punitive measures (In or Out-of-School Suspension or ticketing) by offering alternative interventions which directly address the needs of the youth and his/her family.

YouthZone, in collaboration with the Nicotine Coalition, will provide support to youth and families through groups, family coaching, and individualized intervention. To accomplish this, the coalition will leverage the strengths of its partners and expand to other partners in Glenwood Springs and the Roaring Fork Valley. The result will be to provide highly effective tier 1 to 3 responses which are research-driven, and evidence based.

YouthZone's initiating goals for the development of the coalition are:

- To successfully formalize Memoranda of Understanding with local education partners in the coming weeks.
- To fully develop a working, efficient program deliverable by start of the 2021-2022 school year.
- To provide educational and preventive Tier 1 services to no less than 30 youth by the end of December 2021.
- To provide more intensive Tier 2 and 3 responses to no less than 30 youth by the end of December 2021.
- To examine program efficacy and isolate strengths and gaps in January 2022.
- To provide quarterly demographic and data reports to the coalition beginning in August 2021.
- To inspire neighboring communities and create momentum for expansion into those communities.

Partnerships and Partner Responsibilities

Four primary partners will form the Nicotine Coalition and develop the programmatic offerings to schools and youth:

- YouthZone
- Valley View Hospital
- Garfield Health Board
- Pitkin Health Promotion

Each founding partner will be responsible for contributing to the coalition and providing resources to schools and youth. Services will be offered by each of the four founding partners based on individual need and the organizational strengths of each coalition partner.

The coalition partners will also be responsible for meeting regularly to examine program goals, efficiency, opportunities, and efficacy. The coalition will meet no less than once per month, and more often while program planning is underway.

Program Services

The nicotine program will utilize the resources available with all coalition partners to provide group and individual interventions. For those requiring intensive intervention, an individualized plan will be created. Individual needs discovered through intervention may also be addressed and met through other services offered at YouthZone.

Tier 1 services will include group and individualized education on nicotine products and the effects of usage. Individuals in need of Tier 2 and 3 interventions will be provided with a comprehensive program, including access to cessation services and support, group and individualized counseling, advocacy and case management, restorative circles and conferences, life skills groups, youth coaching and more.

For those in need of Tier 2 and 3 Interventions, YouthZone will provide a program based on individual need and assessment of individual risk. YouthZone's programming also encourages re-engagement with community, stronger families, and an overall increase in self-worth. All services will be offered with equity and access in mind, with translation services always available and an open door for youth of all socioeconomic backgrounds, regardless of ability to pay. YouthZone will also deliver year-round nicotine-related interventions for youth in need, providing vital services while school is not in session.

Program Efficacy

Each youth referred to YouthZone will complete the *YouthZone Screening for Positive Youth Development™*, a strengths-based pre/post screening designed to assess individual risk and protective behaviors. The screening tool will then be used to develop the individualized program each youth will engage with and address areas of need outside of nicotine cessation. The desire is to provide each youth and family with a holistic and comprehensive solution for both nicotine use and risky individual behaviors.

The *YouthZone Screening for Positive Youth Development™* measures risk and protective factors across five categories:

- Optimism and Problem Solving
- Alcohol Use and Associated Problems
- Other Substance Use and Associated Problems
- Delinquency and Aggression
- Trauma

The *YouthZone Screening for Positive Youth Development™* has been used to examine program efficacy at YouthZone for more than 20 years. Efficacy is determined by relative movement of risk scores to indicate improvement in any of the five categories. In YouthZone's most recent

independent evaluation (2019), evaluator Jerome Evans, PhD, says, “Of particular note were findings for YouthZone’s group intervention for substance use. Scientific reports of successful interventions with delinquent youth substance use in Colorado community agency settings are uncommon…. Currently, evaluation determined that not only did youth enrolled in the group intervention designed for them reduce their substance use, they became more optimistic, more involved at school and in the community, and their delinquent and aggressive behaviors declined.”

The YouthZone 2019 independent evaluation found that the overall success rate improved over the previous three-year evaluation with reduction of substance use, encouraging optimism and problem-solving, and encouraging engagement with schools. The independent evaluation also noted that program benefits were equitable for all clients regardless of gender, age, or ethnicity.

Use of Funding

Any funding from the City of Glenwood Springs will be used to develop and maintain YouthZone’s interventions with family and youth in collaboration with the Nicotine Coalition. Funding will enhance programming at YouthZone through staffing of Youth Advocates, Substance Use Specialists and Counselors. Funding will also be utilized to develop effective educational materials, support outreach with local education partners, and support increased referrals to YouthZone. YouthZone anticipates this funding to increase capacity to undertake more nicotine-related referrals in Glenwood Springs. It is also anticipated that, through the collaborative work with the Nicotine Coalition and local education partners, referrals to YouthZone will significantly increase.

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: License to Encroach 51579 6 & 24 HWY

Action Requested: Request for a License to Encroach for existing retaining wall and irrigation structures within the Donegan Road Right of Way.

Department: Economic and Community Development

Presented By: Hannah Klausman, Assistant Director, Economic & Community Development

Background Info: There is an existing driveway extending from Donegan Road with permanent structural improvements including several retaining walls and an irrigation system. A portion of the driveway and improvements are located in City Right of Way.

The access leads to a Single Family Residence at the far north of the property bordering Donegan Road. The access is the only existing access to the residence. Attached to this report is an exhibit map of the encroachment area.

The Municipal Code Section 070.060.050(f) requires that all encroachments of one foot or greater be reviewed and approved by City Council. In reviewing the encroachment, Council shall consider whether or not the proposed encroachment -

- furthers the city's land use and utility goals and objectives;
- could be reasonably accommodated on the applicant's own property and outside of the city's right of way;
- compromises public safety, health and welfare of the community;
- compromises access to other public and/or private lands; and
- is necessary based on hardship by the applicant.

The code does not require that all above criteria need to be met.

Issues: Note that an encroachment license is not required for the driveway which may remain in-place. However, if the property redevelops, the driveway location and design will be reassessed and must be brought into compliance with Municipal Code requirements including the adopted Engineering Standards, which are in effect at the time.

Staff Recommendation: Staff recommends approval of the Right-of-Way License to Encroach request with the following findings and conditions:

Findings:

- The encroachment cannot be reasonably accommodated on the applicant's own property and outside of the city's right of way;
- The encroachment does not compromises public safety, health and welfare of the community;
- The encroachment does not compromises access to other public and/or private lands.

Conditions:

1. The owner shall enter into a license agreement with the City of Glenwood Springs and provide proof of liability insurance per the requirements of Municipal Code Section 070.060.050(f).

LAND USE APPLICATION

City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

Ordinance Amendments			Development Permits	
☐	Rezoning			Site/Architectural Plan Review
☐	Rezoning to Planned Unit Development (PUD)			☐ Administrative
☐	Annexation			☐ Minor
☐	Condominiumization			☐ Major
☐	Annexation		☐	Master Plan
☐	Street Vacation		☐	Construction Plans
			☐	Location & Extent
Subdivisions			✔	Right of Way Encroachment License
☐	Minor Subdivision		☐	Floodplain Development Permit
☐	Preliminary Plat		☐	Special Use Permit
☐	Final Plat			**Flexibility and Relief Procedures**
☐	Vacation of Right-of-Way		☐	Variance
			☐	Administrative Adjustment
Other Land Use Applications			☐	Appeal
☐	Outdoor Seating			

Applicant/Property Owner Information:			
Hicks Properties 51579 Highway 6 LLC			
Applicant		Owner	
Under Contract to purchase the property		John J. Pretti Trust	
Relationship to Owner		Owner	
1301 S. Havana Street, Aurora, CO 80012		205 Maycox Avenue, Norfolk, VA 23505-3418	
Applicant Address		Owner Address	
970-928-3469	clee@balcombgreen.com	970-433-8374	mfoster@cbcwest.com
Phone	Email Address	Phone	Email Address

Property Information:	
51579 Highway 6 & 24, Glenwood Springs, CO 81601	218505300030
Address	Parcel Number
NA	NA (See Vesting Deed for Legal Description)
Subdivision	Lot and Block Number
M1 - Mixed Use Corridor	Mini Golf and Residential
Zone District	Existing Land Use

General Project Description:
This application is to cure existing encroachments into the right of way for Donegan Road for retaining walls and irrigation improvements (See attached Exhibits).

Signatures:		
The owner or applicant must be present at the hearing. All public hearings must be property noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the	Chad J. Lee	Jul 22, 2021
	Applicant	Date
	Anne R. Luter, Trustee Anne R. Luter, Trustee (Jul 22, 2021 14:32 MDT)	Jul 22, 2021
	Owner	Date

application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.	John J. Pretti Trust	
	Owner	Date

Planning-Application - Encroachment-7-22-2021

Final Audit Report 2021-07-22

Created:	2021-07-22
By:	Britt Choate (brittc@balcombgreen.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAAvEnckLfYHykQXxBqvi8DZqFz8xms67GW

"Planning-Application - Encroachment-7-22-2021" History

Document created by Britt Choate (brittc@balcombgreen.com)
2021-07-22 - 8:25:41 PM GMT- IP address: 73.78.213.108

Document emailed to Chad Lee (clee@balcombgreen.com) for signature
2021-07-22 - 8:27:54 PM GMT

Email viewed by Chad Lee (clee@balcombgreen.com)
2021-07-22 - 8:29:00 PM GMT- IP address: 24.9.201.76

Document e-signed by Chad Lee (clee@balcombgreen.com)
Signature Date: 2021-07-22 - 8:30:14 PM GMT - Time Source: server- IP address: 24.9.201.76

Document emailed to Anne R. Luter, Trustee (amanda@ommpc.com) for signature
2021-07-22 - 8:30:16 PM GMT

Email viewed by Anne R. Luter, Trustee (amanda@ommpc.com)
2021-07-22 - 8:30:59 PM GMT- IP address: 71.216.71.159

Document e-signed by Anne R. Luter, Trustee (amanda@ommpc.com)
Signature Date: 2021-07-22 - 8:32:21 PM GMT - Time Source: server- IP address: 71.216.71.159

Agreement completed.
2021-07-22 - 8:32:21 PM GMT

Adobe Sign

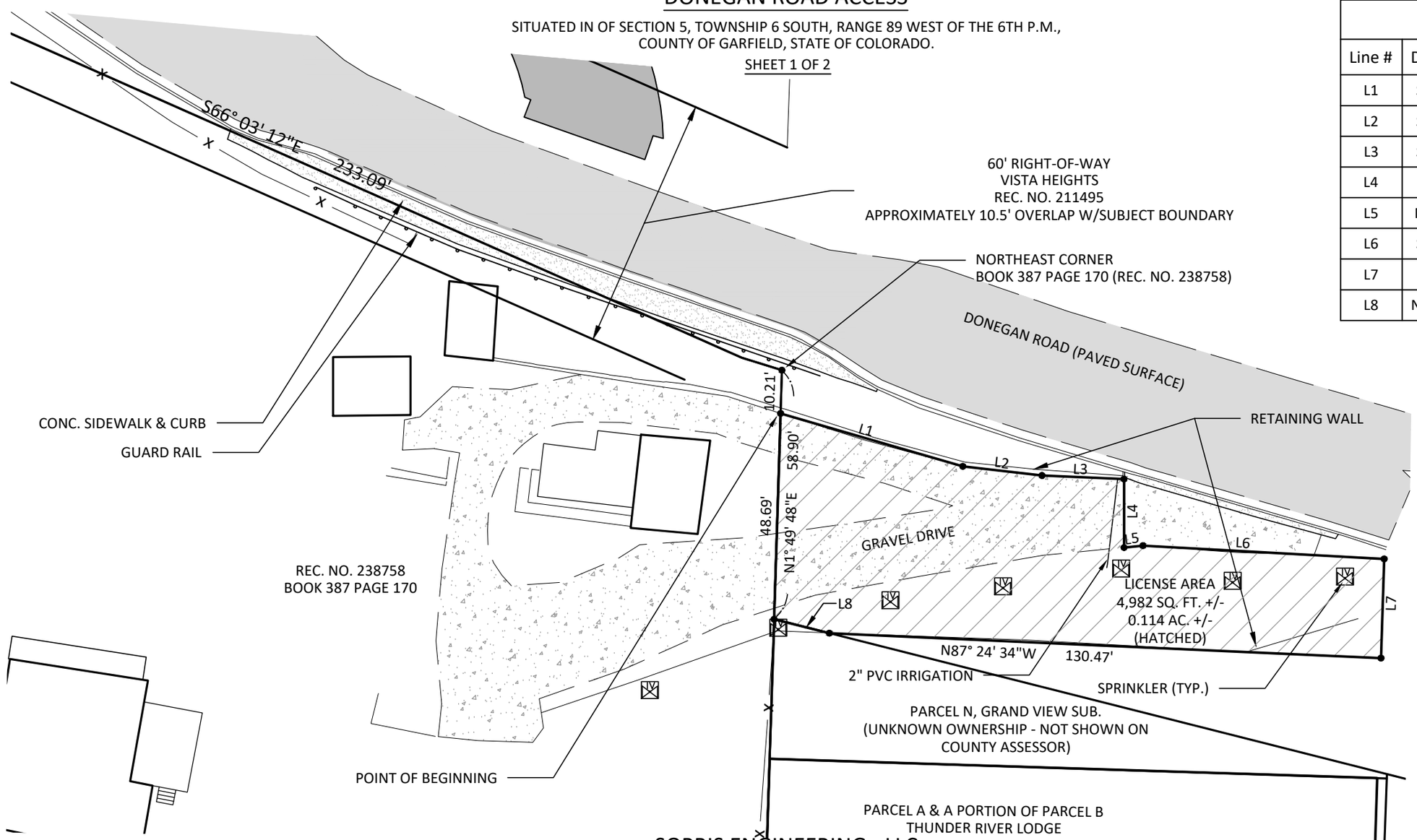
EXHIBIT MAP OF:

DONEGAN ROAD ACCESS

SITUATED IN OF SECTION 5, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M.,
COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2

Line Table		
Line #	Direction	Length
L1	S73° 47' 15"E	44.83'
L2	S83° 20' 08"E	18.84'
L3	S87° 29' 22"E	19.41'
L4	S0° 00' 00"E	16.17'
L5	N84° 33' 39"E	4.51'
L6	S86° 51' 12"E	57.07'
L7	S1° 49' 48"W	23.46'
L8	N75° 47' 46"W	13.48'



SCALE 1" = 30'

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

#16183 GRK 7/19/2021 16183 ISP 2021.dwg

ENCROACHMENT LICENSE PARCEL DESCRIPTION

A PARCEL OF LAND SITUATED IN SECTION 5, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH PRINCIPAL MERIDIAN AND WITHIN A PORTION

BEGINNING AT A POINT ON THE EASTERLY BOUNDARY OF THE PROPERTY DESCRIBED IN THE DEED RECORDED AUGUST 24, 1967 AS BOOK 387 AT PAGE 170 (RECEPTION NO. 238753) OF THE GARFIELD COUNTY RECORDS FROM WHENCE THE NORTHEAST CORNER OF SAID PROPERTY BEARS N01°49'48"E, A DISTANCE OF 10.21 FEET; THENCE LEAVING SAID EASTERLY BOUNDARY THE FOLLOWING EIGHT (8) COURSES:

1. S73°47'15"E, 44.83 FEET;
2. S83°20'08"E, 18.84 FEET;
3. S87°29'22"E, 19.41 FEET;
4. S00°00'00"E, 16.17 FEET;
5. N84°33'39"E, 4.51 FEET;
6. S86°51'12"E, 57.07 FEET;
7. S01°49'48"W, 23.46 FEET;
8. N87°24'34"W, 130.47 FEET TO A POINT ON THE NORTHERLY BOUNDARY OF PARCEL N, GRAND VIEW SUBDIVISION PER THE PLAT RECORDED OCTOBER 20, 1947 AS BOOK 19 AT PAGE 321 (RECEPTION NO. 162587) OF SAID COUNTY RECORDS; THENCE ALONG SAID NORTHERLY BOUNDARY N75° 47' 46"W, A DISTANCE OF 13.48 FEET TO A POINT ON SAID EASTERLY BOUNDARY; THENCE LEAVING SAID NORTHERLY BOUNDARY AND ALONG SAID EASTERLY BOUNDARY N01°49'48"E, A DISTANCE OF 48.69 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 4,982 SQUARE FEET, OR 0.114 ACRES, MORE OR LESS.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

MEMO
Sent via email to Luter47@msn.com

TO: Anne Luter
Trustee, John J. Pretti Trust

FROM: Gretchen Ricehill
Assistant Director, Community Development Dept.
970-384-6428; Gretchen.Ricehill@cogs.us

DATE: April 8, 2021

RE: DONEGAN ROAD ACCESS – ENCROACHMENTS - PRETTI PROPERTY

I reviewed various documents related to the Pretti property, as well as the original plat, ROW documents on file, and previous correspondences regarding a roughly 2800 square foot triangular shaped area adjacent to your property as well as that of the neighboring property owned by Thunder River Lodge Inc.

As I understand it there is an existing driveway and improvements (such as retaining wall, irrigation system, etc) in the area circled at right. These improvements are associated with the Pretti property.

It is the City's opinion that this roughly 2800 square foot area is part of the Donegan right-of-way unless there are surveys or other clear title/legal descriptions showing otherwise. The encroachments can remain subject to obtaining an Encroachment License which would require City Council review and approval (Municipal Code Section 070.060.050(f).

Note that an encroachment license is not required for the driveway which may remain in-place. However, if/when the property redevelops, the driveway location and design will be reassessed and must be brought into compliance with Municipal Code requirements including the adopted Engineering Standards, which are in effect at the time.

Please let me know if you have additional questions. Contact information is included above.

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item:	Memorandum of Understanding with School District RE-1 for Contribution to Mental Health and Substance Program
Action Requested:	Approval of Memorandum of Understanding with the school district to award $120,000 in funding for Mental Health and Substance Support in Glenwood Springs schools from the Tobacco Tax fund.
Department:	Attorney
Presented By:	Glenwood Springs Legal, Legal
Background Info:	Council approved a request for $150,000 from YouthZone ($30,000) and the School District ($120,000) to contribute to a mental health and substance support program. This MOU outlines the terms and will be signed by both parties.
Issues:	None
Staff Recommendation:	Staff recommends approval

Positive Youth Development in the Roaring Fork Valley:
An integrated school- and community-based mental wellness plan for youth

Goal:
Ensure every child in our community has access to evidence-based prevention, intervention and treatment/response to strengthen positive youth development and mental well being.

Opportunity for Glenwood Springs:
Invest in a plan that stabilizes funding, strengthens community engagement, bolsters accountability and ensures aligned, integrated, evidence-based best practices for youth mental and behavioral health services.

Implementation:

- Schools provide comprehensive health education, foster safe, inclusive environments; educate students and parents on risk and prevention measures; identify needs for targeted intervention and treatment; provide school-based counseling services and psychological/social work services for students with special needs. **Current status: in progress.**
- Community partners and schools collaborate to provide interventions such as individual and group counseling. Model requires staffing by RFSD (school counseling and mental health teams) and community partners (Mind Springs/Hope Center). **Current status: in progress, current gap at GSES, SES, RVS. Funding expiring for GSHS and GMS 6/2023.**
- Community partners provide targeted or intensive treatment and response, such as therapy and counseling in schools and community-based clinics. Model requires staffing by community partners (Hope Center). **Current status: in progress, current gap at GSES, SES, RVS. Funding expiring for GSHS and GMS 6/2023.**
- All partners collect, manage, and monitor data and work toward common outcomes for positive youth development. **Current status: in development.**
- Strategic leadership, fiscal accountability, and quality improvement provided by a community governing council. **Current status: in development.**
- Fiscal management through the Family Resource Center to ensure equitable allocation of services and resources across all communities. **Current status: in progress.**

Impact:
Mental and behavioral wellness in youth leads to better decision making, stronger academic outcomes, and reduced substance use and abuse. Investment in comprehensive, integrated mental and behavioral wellness has the potential to lower youth substance use rates, to interrupt pathways to substance use and to strengthen healthy skill development.

Estimated Glenwood Springs-focused project budget:

- Approximately $660,000/year to support community mental/behavioral health provider in each Glenwood Springs school and cover costs of ongoing training, support, and administrative/oversight costs.
- Current funding, $240,000/year from School Health Professionals Grant for Mind Springs providers at GSHS, GSMS and RVS. Funding expiring 6/23 and 6/22 (RVS) school year. ~$20,000/year from Family Resource Center and RFSD for administrative, bookkeeping, oversight expenses.

Current request:

- $120,000/year to support implementation of this project - specifically, to staff a Mind Springs mental/behavioral health therapist at Glenwood Springs Elementary School and Sopris Elementary School.
- $30,000/year to Youth Zone to increase their services and resources in our GWS schools
- Identify a member of the Town of Glenwood Springs community to participate in our advisory committee.

Additional information:

- Please contact RFSD superintendent, Rob Stein or RFSD Family Services Director, Anna Cole.
- rstein@rfschools.com
- acole@rfschools.com

MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF GLENWOOD SPRINGS AND THE ROARING FORK SCHOOL DISTRICT RE-1 RELATING TO A CITY CONTRIBUTION TO YOUTH DEVELOPMENT

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into effective as of the ___ day of _____ 2021, regardless of the day actually signed, by and between the CITY OF GLENWOOD SPRINGS, COLORADO (the "City") and the ROARING FORK SCHOOL DISTRICT RE-1 ("RFSD"), together "the Parties."

WHEREAS, The Roaring Fork School District RE-1 has a need for funding an initiative with the goal of ensuring every child in the community has access to evidence-based prevention, intervention and treatment/response to strengthen positive youth development and mental well-being; and

WHEREAS, The City of Glenwood Springs has funds available from the recently passed Tobacco Tax Fund; and

WHEREAS, Glenwood's City Council desires to support this program with other partners by making a financial contribution.

NOW, THEREFORE, in consideration of the mutual covenants and agreements identified below, the Parties agree to this MOU as follows:

1. **Incorporation of Recitals.** The forgoing recitals are incorporated herein as if set forth in full.

2. **Purpose of Funding**. Staffing a community mental/behavioral health therapist at Glenwood Springs Elementary School and Sopris Elementary School.

3. **Term.** The City agrees to the complete the following: $120,000 contribution to the Roaring Fork School district from it's 2021 Tobacco Tax Fund Reserve Balance.

4. **Preservation of Purpose and Survival.** No portion of this MOU shall be read or understood to alter, amend, or terminate the purpose and intent of the MOU or the rights and responsibilities of the Parties created therein. Any conflict between the provisions of this MOU shall be resolved by the Parties in a manner agreed to be the least disruptive to the preservation of the MOU's purpose.

5. **Breach and Notice.** If either Party fails to perform its respective obligations under this MOU, the non-breaching Party shall provide thirty (30) days' notification of such failure to the breaching Party's representative as provided in paragraph 19. If the breaching Party fails to correct or remedy the breach, the non-breaching Party may proceed in law or equity to seek injunctive relief, specific performance, and/or damages incurred as a result of the Breach.

6. **Good Faith.** There is an obligation of good faith on the part of the Parties, including the obligation to make timely communication of information that may reasonably be believed to be material to the other Party.

7. **No Waiver of Governmental Immunity Act.** Nothing herein shall be deemed a waiver of the Colorado Governmental Immunity Act for or by either Party. C.R.S. § 24-10-101 *et seq.*

8. **No Joint Venture.** Nothing in this MOU shall be construed to create a joint venture, partnership, employer/employee or other relationship between the Parties other than independent contracting parties. Except as permitted under the remedies provisions hereunder, neither Party shall have the express or implied right to act for, on behalf of, or in the name of the other Party.

9. **No Third-Party Beneficiary.** No third party may enforce or rely upon this MOU.

10. **Amendment and Assignment.** This MOU may be amended by the Parties solely through a written agreement signed by both Parties. This MOU may not be assigned by either Party.

11. **Counterparts.** This MOU may be executed in counterparts, each of which shall be deemed an original, and all of which, when taken together, shall be deemed the same instrument. Electronic or photographic signatures of either Party to this MOU or subsequent modifications thereto, shall be effective for all purposes.

12. **Governing Law, Venue and Survival.** The laws of the State of Colorado to the extent not preempted by federal law shall govern the validity, performance and enforcement of this MOU. Should either Party institute legal action for enforcement of this MOU, venue of such action shall be in the United States District Court for the District of Colorado, if the court has jurisdiction; otherwise, any such action shall be filed in Garfield County, Colorado.

13. **Whole Agreement.** This MOU sets forth the whole agreement of the Parties. No representations, either verbal or written, shall be considered binding on either Party to the extent not set forth herein.

14. **Section Headings.** The section headings in this MOU are inserted only for the purpose of convenient reference and are in no way to define, limit or prescribe the scope or intent of this MOU or any part thereof.

15. **Authority.** Each Party signing this MOU represents and warrants that the individual is fully authorized to enter into and execute this MOU and to bind the Party it represents to the terms and conditions thereof.

16. **Notice and Representatives.** All notices required under this MOU shall be transmitted in writing and shall be deemed duly given when hand-delivered or sent by certified mail, return receipt requested and postage prepaid, or by electronic communication, addressed to the designated representative(s) as follows:

To City: City of Glenwood Springs
Attn.: City Manager
101 West 8th Street
Glenwood Springs, CO 81601

With copy to: City of Glenwood Springs.
Attn.: City Attorney
101 West 8th Street
Glenwood Springs, CO 81601

To School District: Roaring Fork School District RE-1
Attn.: Chief Executive Officer
400 Sopris Avenue
Carbondale, CO 81623

17. **Severability.** Should any provision of this MOU be found to be in conflict with any law of the United States or the State of Colorado or to otherwise be unenforceable, the remaining provisions shall be deemed severable and the validity of such shall not be affected provided that the remaining provisions can be construed in substance to constitute the MOU which the

IN WITNESS WHEREOF, the City and RFSD have executed duplicate originals of this Memorandum of Understanding.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

_____ By: _____
Ryan Muse, City Clerk Jonathan Godes, Mayor

Date: _____

ROARING FORK SCHOOL DISTRICT RE-1

ATTEST:

_____ By: _____
Secretary Rob Stein, Superintendent

Date: _____

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: CBN Dark Fiber and Rack Space Lease Agreements for Region 10 and Pitkin County Through NWCCOG

Action Requested: Approval of two lease agreements through NWCCOGs for fiber and rack space leasing to connect Region 10 and Pitkin County fiber projects to the THOR network.

Department: City Administration

Presented By: Matthew Langhorst, Public Works Director
Michael Gardner, Broadband Superintendent

Background Info: The City of Glenwood Sprigs is a partner of the Northwest Colorado Council of Governments (CNWCCOG) and the THOR fiber optic network that the NWCCOGs operates. The THOR network as constructed passes directly through the CBN racks at City Hall and it is being requested by Pitkin County and Region 10 that they be allowed to lease rack space and dark fiber runs at City Hall and from City hall to complete their proposed fiber network connections to the THOR network up and down the valley.

City staff have been working with Greg Winkler at Colorado Department of Local Affairs (DOLA), Nate Walowitz with NWCCOGs and Pitkin County staff to come to a leasing agreement pricing that allows CBN to produce revenue to pay for its system and staff, but also is cost friendly for the other municipalities to be able to make their fiber connections and system function also.

The two quotes attached are a 25% reduction from the standard CBN rate card, which is why this item is being pass by council for final approval. Proposals note that Region 10 is requesting use of 6 fiber strands for 1 mile and 8 rack slots. Piking County is requesting use of 6 fiber strands for 4 miles and no rack space. CBN has overbuilt the fiber network to accommodate such requests.

Issues: None at this time.

Staff Recommendation: Staff is recommending approval of two lease agreements through NWCCOGs for fiber and rack space leasing to connect Region 10 and Pitkin County fiber projects to the THOR network.

Commercial Services Quote

Community Broadband Network

JULY 23, 2021

101 W 8th St, Glenwood Springs, Co 81601
970-384-4800
Sales@gscbn.com

TO John Stavney
Executive Director NWCCOG
249 Warren Ave.
Silverthorne, CO 80498

CBN REPRESENTATIVE	SERVICE ADDRESS	TYPE OF SERVICE	VALID THROUGH
Michael Gardner	101 W. 8th St	Enterprise	12-31-2021

QTY	DESCRIPTION	TERM	CHARGES
6	Dark Fiber Strands (Fiber Lateral) ALoc = DOT vault in Glenwood Springs along I-70 to ZLoc = CBN MMC @ 101 W 8th St Glenwood Springs	10 Year IRU	$1,200/month
8	1U rack space in MMC including power, backup power, climate control, and access with escort on 24-hour notice.	3 years	$400/month
	Total NRC		
	Total MRC		$1,600

Rates for data center services will increase by 1.5% per year. These rates, if approved by City Council, will remain valid November 20th, 2021. The terms of these services are outlines in the CBN Enterprise Agreement Terms and Conditions.

NWCCOG
Name:
Signature:
Date:

Community Broadband Network
Name:
Signature:
Date:

COMMUNITY
BROADBAND NETWORK

Commercial Services Quote

Community Broadband Network

JULY 23, 2021

101 W 8th St, Glenwood Springs, Co 81601
970-384-4800
Sales@gscbn.com

TO John Stavney
Executive Director NWCCOG
249 Warren Ave.
Silverthorne, CO 80498

CBN REPRESENTATIVE	SERVICE ADDRESS	TYPE OF SERVICE	VALID THROUGH
Michael Gardner	101 W. 8th St	Enterprise	12-31-2021

QTY	DESCRIPTION	TERM	CHARGES
6	Dark Fiber Strands (Fiber Lateral) ALoc = DOT vault in Glenwood Springs along I-70 to ZLoc = CBN MMC @ 101 W 8th St Glenwood Springs	10 Year IRU	$1,200/month
8	1U rack space in MMC including power, backup power, climate control, and access with escort on 24-hour notice.	3 years	$400/month
	Total NRC		
	Total MRC		$1,600

Rates for data center services will increase by 1.5% per year. These rates, if approved by City Council, will remain valid November 20th, 2021. The terms of these services are outlines in the CBN Enterprise Agreement Terms and Conditions.

NWCCOG
Name:
Signature:
Date:

Community Broadband Network
Name:
Signature:
Date:

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Ordinance 07, Series of 2021 - Changes to Title 070.045.120 Affordable and Workforce Housing- Second Reading

Action Requested: Approval of Ordinance 07, Series 2021, which would amend Section 070.045.120 of the Municipal Code regarding the Voluntary Deed Restriction programs occupancy requirements.

Department: Economic and Community Development

Presented By: Hannah Klausman, Assistant Director, Economic & Community Development

Background Info: In April 2021, City Council approved the adoption of Code Section 070.045 which includes the new Inclusionary Housing standards as well as the existing Voluntary Deed Restriction Program. During that discussion additional considerations were identified to review and amend at a later date. Staff has added recommended amendments to the list. Those amendments are as follows:
1. Amending the geographic employment requirements for the voluntary program to match the inclusionary zoning 3 tiered standard.
2. Amending Primary Occupant qualifications for the voluntary deed restriction program to clarify disability benefits criteria.
3. Amending Inclusionary Zoning standards to add an exemption for nationally registered historic buildings.
The occupancy qualifications for the voluntary deed restricted program will be moved into the Housing Guidelines document requiring a Code Amendment to Section 070.045.120. Ordinance 7, Series of 2021 is included for this purpose.

Issues: Staff received direction from City Council to review the occupancy standards for the Voluntary deed restriction program specifically in terms of the geographic employment standards. After reviewing the code language staff believes the occupancy requirement section 070.045.120e should reside within the Housing Guidelines document. The guidelines provide all general information necessary for the implementation and administration of Section 070.045.Community Housing Standards and Guidelines.
The code section currently reads:
e. Occupancy Requirement.
1. Primary occupants shall sign an affidavit of qualification and be qualified to rent a deed-restricted unit under this Subsection 070.045.120(b)(1) according to any of the following criteria:
i. Employed to primarily work at a physical location within the 81601 postal zip code;
ii. Directly employed by a company that has its principal office located within the 81601 postal zip code;
iii. Enrolled as a full-time student at a local educational institution;
iv. Being sixty-five (65) years of age or greater; or
v. Receiving Social Security disability benefits.
Qualifying occupants may have roommates not employed within the 81601 postal zip code or by a company not having its principal office within the 81601 postal zip code.
Moving these requirements to the Housing Guidelines allows Council greater flexibility to review standards in the future and address program updates. The Housing Guidelines Occupancy requirements for the new Inclusionary Housing ordinance reside in the Housing Guidelines and staff believes the Voluntary program occupancy requirements should be as well.
The proposed code language would read as follows:
e. Occupancy Requirement.
1. Primary occupants shall sign an affidavit of qualification and be qualified to rent a deed-restricted unit under this Subsection 070.045.120(b)(1) according to occupancy standards established within the community housing guidelines as adopted by City Council.

Staff Recommendation: Staff recommends approval of Ordinance 7, Series of 2021.

ORDINANCE NO. 7

SERIES OF 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO AMENDING A PORTION OF ARTICLE 070.045.120 OF THE GLENWOOD SPRINGS MUNICIPAL CODE RELATED TO AFFORDABLE AND WORKFORCE HOUSING.

WHEREAS, the City of Glenwood Springs ("City") is a legal and political subdivision of the State of Colorado for which the Glenwood Springs City Council ("City Council") is authorized to act; and

WHEREAS, the City is authorized by the Local Government Land Use Control Enabling Act of 1974, §29-20-101 through §29-20-108, C.R.S., as amended, and §31-23-301, C.R.S., as amended, to plan for and regulate the use of land within the City's jurisdiction, and to enact zoning, subdivision, and other land use and development regulations; and

WHEREAS, §31-23-304, C.R.S., provides that the City shall provide for the manner in which its land use and development regulations are amended, supplemented, or changed; and

WHEREAS, the City Council at duly noticed public hearing on February 18, 2021 considered Ordinance No. 1, Series of 2021, certain Code amendments at the recommendation of the Planning Commission and determined that those amendments were in the best interest of the public health, safety and welfare of the citizens of the City and conformed in all respects to the Glenwood Springs Municipal Code; and

WHEREAS, the City Council at duly noticed public hearing on July 1, 2021 considered the proposed additional Code amendments to Section 070.045.120 and recommendations of the Planning Commission and determined that the amendment is in the best interest of the public health, safety and welfare of the citizens of the City and conformed in all respects to the Glenwood Springs Municipal Code.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO:

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

Section 2. **Amendment of Section 070.045.120.** Paragraphs (b)(1)e.1 and (b)(1)e.5 of Section 070.045.120 of the Glenwood Springs Municipal Code are hereby amended as follows, with double underlined text added and ~~strike through language deleted~~:

1. Primary occupants shall sign an affidavit of qualification and be qualified to rent a deed-restricted unit under this Subsection 070.045.120(b)(1) according to occupancy standards established within the community housing guidelines as adopted by City Council. ~~any of the following criteria:~~

   ~~i. Employed to primarily work at a physical location within the, 81601 zip code;~~

   ~~ii. Directly employed by a company that has its principal office located within the 81601 postal zip code;~~

   ~~iii. Enrolled as a full-time student at a local educational institution;~~

   ~~iv. Being sixty-five (65) years of age or greater; or~~

   ~~v. Receiving social security disability benefits.~~

   ~~Qualifying occupants may have roommates. not employed within the 81601 postal zip code or by a company not having its principal office within the 81601 postal zip code.~~

* * * *

5. Each unit shall only be leased and occupied by residents who will utilize the unit as ~~his or her~~ their principal place of residence. A "principal place of residence" shall mean the dwelling in which one's habitation is fixed and to which a person, whenever ~~he or she is~~ they are absent, has a present intention of returning after a departure or absence there from.

* * * *

Section 3. **Ratification of Municipal Code**. With the exception of the provisions of the Municipal Code of the City of Glenwood Springs which are modified as provided herein, all remaining provisions of the Municipal Code of the City of Glenwood Springs shall remain in full force and effect.

Section 4. Any ordinances or resolutions or parts thereof, which are in conflict with this ordinance, are hereby repealed to the extent of such conflict only.

INTRODUCED, READ, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS ___ DAY OF JULY 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, PASSED AND ORDERED PUBLISHED BY TITLE ONLY TO BE EFFECTIVE IMMEDIATELY THIS ___ DAY OF _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Police Department Fee Schedule Changes

Action Requested: Approval to change some fees charged by the Police Department

Department: Police Department

Presented By: Joseph Deras, Police Chief

Background Info: The Police Department has benchmarked various fees against other communities and would like to update a few fees to be more in line with other municipalities and to better recover specific costs where incurred.

-Police Report Fee: $15 per search and $.25 per page (New Fee)
- VIN Check Fee: From $20 to $50
-Fingerprint fee: From $25 flat rate for to $20 per card
-Disk/CD: $10 for disk + $15 per hour (after the first hour) for search/redaction
-Dog License: $5.00 first dog, $15 per dog for after the first (already codified)

Issues: None

Staff Recommendation: Staff supports approval

MEMO

TO: Chief Deras

From: Lt. Kimminau

Date: 7/22/21

Ref: Fee increases

Here are the fees Katie and I talked about increasing in the 2022 budget cycle.

Police Report Copy…	**$15.00 search fee** + $.25 per page (We have not had the search fee prior)
Certified VIN Check…	**$50.00** (This is what the other agencies charge)
Fingerprints…	**$20.00 per card** (We had only charged $20. In the past No matter how many cards were needed)
Dog License…	**$5.00 first dog, $15.00 additional dogs**
Disk/CD	**$10.00 for disc + $15.00 per hour (after the first hour) for Search/redaction**

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: CBN/Eagle Broadband IGA Approval

Action Requested: Approval for the Mayor to Sign the IGA between the Town of Eagle, Colorado and The City of Glenwood Springs, Colorado to allow CBN to provide Broadband Support Services for the Eagle Fiber to Home Network Buildout.

Department: City Administration

Presented By: Matthew Langhorst, Public Works Director
Michael Gardner, Broadband Superintendent

Background Info: The City of Glenwood Springs CBN has been in negotiations with the Town of Eagle for the last two years pertaining to discussions about how our Community Broadband Network (CBN) can help support the Town of Eagle's Fiber to Home project that they are moving forward with. This support includes operation support, reporting, active network maintenance and support, equipment selection advising, equipment installation, field tech services, customer care and sales, GIS support, billing and monthly fees. All of these items have either a monthly per customer fee or an hourly fee associated with them to make the agreement financially viable for not only the City, but for the Town of Eagle. This item has been brought in front of City Council several times and this staff report and attached Resolution #53-2021 from the Town of Eagle is the culmination of the discussions into a true agreement format.

Issues: None at this time.

Staff Recommendation: Staff is Recommending Approval for the Mayor to Sign the IGA between the Town of Eagle, Colorado and The City of Glenwood Springs, Colorado to allow CBN to provide Broadband Support Services for the Eagle Fiber to Home Network Buildout.

TOWN OF EAGLE, COLORADO
RESOLUTION No. 53
(SERIES 2021)

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO ADOPTING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE TOWN OF EAGLE AND THE CITY OF GLENWOOD SPRINGS FOR BROADBAND OPERATIONAL SUPPORT

WHEREAS, the Town of Eagle and the City of Glenwood Springs are both Meet-Me Centers on the Project THOR network; and

WHEREAS, the City of Glenwood Springs has an established history of providing broadband operational support for retail and anchor institution customers subscribed to the Community Broadband Network; and

WHEREAS, the feasibility study conducted by Uptown Services in 2019 highlighted that the Town of Eagle would find operational efficiencies and cost savings by partnering with the City of Glenwood Springs for support of its Meet-Me Center operations;

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF EAGLE, COLORADO, THAT:

Section 1: The Town of Eagle and the City of Glenwood Springs will enter into an Intergovernmental Agreement for broadband operation support; and

Section 2: The Intergovernmental Agreement will persist in accordance with and until terminated through a process described in Section 10 of the agreement.

INTRODUCED, READ, PASSED, AND ADOPTED at a regular meeting of the Town Council of the Town of Eagle, Colorado, held on July 27, 2021.

TOWN OF EAGLE, COLORADO

By: _____
Scott Turnipseed, Mayor

ATTEST:

_____
Jenny Rakow, Town Clerk

OFFICIAL TOWN OF EAGLE Est. 1905 SEAL

INTERGOVERNMENTAL AGREEMENT BETWEEN CITY OF GLENWOOD SPRINGS AND TOWN OF EAGLE

THIS INTERGOVERNMENTAL AGREEMENT (the "Agreement") is made and entered into this 13 day of July, 2021 by and between the CITY OF GLENWOOD SPRINGS, a Colorado Home Rule Municipality, acting by and through its Community Broadband Network Enterprise, whose address is 101 West 8th Street, Glenwood Springs, CO 81601 (the "City"), and the TOWN OF EAGLE, whose address is 200 Broadway, Eagle, CO 81631 (the "Town") (collectively, the "Parties", individually, a "Party").

WHEREAS, pursuant to the provisions of Section 29-1-201 et seq., C.R.S., as amended, the Parties have authority and are encouraged to enter into intergovernmental agreements to make the most efficient and effective use of their powers and responsibilities; and

WHEREAS, the Parties share similar objectives in expanded access to reliable and affordable high-speed broadband Internet services in rural Colorado; and

WHEREAS, the City's Community Broadband Network provides fiber broadband services and is working on expanding its services; and

WHEREAS, the Town also desires to provide fiber broadband services; and

WHEREAS, the Town desires to retain the City to provide customer support, network management, and fiber outage recovery in exchange for fees described herein; and

WHEREAS, the City has capacity to provide the services requested by the Town and fees collected from the Town will help pay for the City's fiber to home system.

NOW, THEREFORE, in consideration of the mutual covenants and agreements identified below, the Parties agree as follows:

1. **Incorporation of Recitals**. The forgoing recitals are incorporated herein as if set forth in full.

2. **Responsibilities of the Town**: The Town shall have the following responsibilities related to the operation of its fiber broadband system:

   a. Operations Support System:

      i. The Town shall serve as the service provider of record for the Town's broadband and voice services;

      ii. The Town shall maintain all Great Lakes Data Systems (GLDS) and associated software licenses necessary to provide broadband function comparable to the City's Operations Support System (OSS) configuration;

iii. The Town shall maintain Momentum Telecom and associated software licenses to provide Voice Over Internet Protocol (VoIP) function comparable to the City's OSS configuration;

iv. The Town shall maintain a payment processing vendor that integrates with GLDS.

b. Reporting: The Town shall run and utilize BroadHub reports as needed for operational supervision and work order management of customer installs, service calls,and service suspensions/disconnects.

c. Service Area Launches:

i. The Town shall provide 30 days' advance notification to the City of upcoming service launches and quantity of new serviceable premises; and

ii. The Town's new service launches shall not exceed 100 new premises per month without prior written authorization from the City.

d. Equipment Selection and Management:

i. The Town shall procure necessary network equipment and materials for all construction and installation;

ii. Unless otherwise mutually agreed to by the parties, the Town will exclusively utilize Calix, GLDS, VoiceLog,Momentum and OnTrac during the term of the Agreement; and

iii. The Town shall provide the City with electronic inventory files of upcoming deliveries prior to equipment delivery in the Town;

iv. The Town shall confirm packing slip inventory matches goods received; and

v. The Town shall manage its own inventory, inventory counts, and reconciliations.

e. Equipment Construction and Installation:

i. The Town shall source and manage its own Outside Plant ("OSP") construction activities; and

ii. The Town's install technicians will update all subscriber accounts using GLDS's WinForce Tech module.

f. Field Technical Services: The Town shall provide onsite service and support for its subscribers including customer installs and service truck rolls.

g. Residential and Commercial Sales:

i. The Town shall direct customers to GLDS's MyBroadband market portal for self-subscription;
ii. The Town shall provide customers with a phone number to contact a City Customer Service Representative; and
iii. The Town shall develop, produce and implement all sales planning, direct marketing collateral, and advertising.

h. Enterprise Broadband and Voice Sales: The Town shall conduct local sales activities towards the enterprise segment as needed.

i. House File and Address Validation:

i. The Town shall provide the City an initial reference address file;
ii. The Town shall resolve issues related to address accuracy that preclude subscriber turn-up within 5 days; and
iii. During the construction and certification phase the Town shall provide the City with electronic updates of addresses changing status as service areas are released.

j. Billing:

i. The Town's billing cycles and dates shall match those of the City;
ii. The Town shall manage and resolve any subscriber billing issues not resolved by the City's Customer Service Representative;
iii. The Town shall produce and mail hardcopies of customer bills to customers; and
iv. The Town shall receive and accept any cash payments at Town Hall.

k. Monthly Fees: The Town shall pay the following fees to the City within thirty days of receipt of invoice from the City:

i. A fee of $10 per month per subscriber; and
ii. A fee of $.25/Mbps for monthly bandwidth usage to 910Telecom (billed in 1G increments); and
iii. Additional fees as appropriate for enterprise service support provided by the City and approved in advance by the Town.

l. Marketing:

i. The Town shall manage public relations to provide its citizens information about services and support; and
ii. The Town shall develop, produce, and distribute required direct marketing collateral to potential subscribers; and
iii. The Town shall develop, produce, and purchase media for any required advertising.

3. **Responsibilities of the City**: The City shall have the following responsibilities related to the operation of the Town's fiber broadband system:

a. Operations Support System:

i. The City shall recommend system inputs, fields, and other settings to initially configure GLDS's BroadHub;
ii. The City shall configure the Town's pricing as needed in BroadHub;
iii. The City shall manage GLDS system configuration changes for the Town; and
The City shall provide IP Transit for Internet Access as mutually agreed upon with the Town.

b. Reporting: The City shall report network performance metrics (Service Level Agreement metrics) on a monthly basis.

c. Active Network Maintenance and Support:

i. The City shall provide network administration and troubleshooting functions for all centralized electronics (e.g. server configuration, firewall, equipment monitoring, etc.) as they relate to the Town's FTTX project.
ii. The City shall provide Tier 1 & 2 support of FTTP electronics; and
iii. The City shall provide Optical Network Terminal ("ONT") provisioning.
iv. The City shall not provide any support or function whatsoever for the Town's IT department.

d. Equipment Selection:

i. The City shall advise the Town regarding selection of necessary network equipment and materials; and
ii. The City shall add the goods received by the Town into their GLDS inventory.

e. Equipment Installation: The City shall advise the Town regarding selection of necessary installation materials and methods.

f. Field Technical Services:

i. The City shall respond to major outages (e.g. fiber cuts or splicing) involving OSP repairs within two hours after receiving written notice from the Town of an outage;
ii. The City shall charge the Town $250/hour with a 4-hour minimum for responding to calls for major outages and $125/hour for responding to other outage or damage calls.

iii. The City may provide at the Town's request on-site technical assistance at a rate of $125/hour when scheduled times are agreed upon by both parties.

iv. The City will respond within two (2) hours to enterprise level support calls made by the Town outside of normal business hours.

g. Residential and Commercial Sales:

i. The City shall manage the GLDS MyBroadband Market Portal;

ii. The City shall provide Customer Service Representatives to answer and respond to customer calls from 8am-9pm Monday-Friday;

iii. The City shall collect required information from customersover the phone to create new subscriber accounts in GLDS's BroadHub; and

iv. The City shall create work orders as needed in BroadHub.

h. Enterprise Broadband and Voice Sales: The City shall provide enterprise sales resources (e.g. sales presentations, sales collateral, sales training, sales tools, competitive analysis, sales engineering etc.) and expertise as needed to assist the Town ingaining enterprise broadband and voice subscribers.

i. House File and Address Validation:

i. The City shall load an initial reference address file (house file) into BroadHub;

ii. The City shall update premises status in BroadHub as directed by the Town when service areas are released; and

iii. The City shall update address corrections in BroadHub that are provided from the Town.

j. GIS:

i. The City will provide the Town with access to ArcFM hosted on the City's infrastructure and will integrate maps provided by Up Town into the City's database subject to the terms set forth in Attachment A. The Town shall pay the City $23,000 for deployment and maintenance of these programs in year one and a service and maintenance fee of $10,100 per year thereafter. This annual rate includes up to 10 hours of staff time per year for GIS administrative tasks and/or map requests and up to 5 hours of staff time per year for backend configuration. Additional time for administrative tasks/map requests can be purchased for the hourly rates set forth on Attachment A.

ii. The City shall, at the Town's request, deploy Wavepoint to enable easy access to maps and fiber data by the Town and City. The Town shall pay the City a one-time fee of $15,000 for deployment of

Wavepoint and a $5,000 annual service fee each year after deployment.

iii. The City will provide the Town with a dedicated virtual machine installed with ArcMap, Arc Catalog and ArcFM. The City shall retain ownership of all licensing of these programs, and nothing contained herein shall be construed as the sale, transfer or assignment of any licenses from the City to the Town. The Town will be responsible for the cost of any additional licenses of ArcFM requested by the Town.

k. Billing:

i. The City will process each bill cycle via BroadHub;

l. Monthly Fees: The City shall provide the Town with monthly invoices itemizing subscriber accounts, Network Bandwidth fees and fees for any additional services provided.

4. **Preservation of Purpose and Survival.** No portion of this IGA shall be read or understood to alter, amend, or terminate the purpose and intent of the IGA or the rights and responsibilities of the Parties created therein. Any conflict between the provisions of this IGA shall be resolved by the Parties in a manner agreed to be the least disruptive to the preservation of the IGA's purpose.

5. **Breach and Notice.** If either Party fails to perform its respective obligations under this Agreement, the non-breaching Party shall provide thirty (30) days' notification of such failure to the breaching Party's representative as provided in paragraph 17. If the breaching Party fails to correct or remedy the breach within 30 days of receiving notice of the breach, the non-breaching Party may terminate the Agreement and proceed in law or equity to seek injunctive relief, specific performance, and/or damages incurred as a result of the breach.

6. **Good Faith.** There is an obligation of good faith on the part of the Parties, including the obligation to make timely communication of information that may reasonably be believed to be material to the other Party.

7. **No Waiver of Governmental Immunity Act.** Nothing herein shall be deemed a waiver of the Colorado Governmental Immunity Act for or by either Party. C.R.S. § 24-10-101 *et seq.*

8. **No Joint Venture.** Nothing in this Agreement shall be construed to create a joint venture, partnership, employer/employee or other relationship between the Parties other than independent contracting parties. Except as permitted under the remedy's provisions hereunder, neither Party shall have the express or implied right to act for, on behalf of, or in the name of the other Party.

9. **No Third-Party Beneficiary.** No third party may enforce or rely upon this IGA.

10. **Term and Termination of Agreement.** This IGA shall become effective upon signature of the last Party to sign and shall remain in effect for five years thereafter. Upon expiration of the initial five-year term, the IGA shall automatically renew for three year terms unless notice of intent not to renew is provided by either Party at least six months prior to the renewal date. Either Party may terminate the Agreement for breach pursuant to Paragraph 5 above or for any reason within 9 months' prior written notification. All rights concerning remedies, fees and costs shall survive termination of this IGA.

11. **Amendment and Assignment.** This IGA may be amended by the Parties solely through a written agreement signed by both Parties. This IGA may not be assigned by either Party.

12. **Counterparts.** This IGA may be executed in counterparts, each of which shall be deemed an original, and all of which, when taken together, shall be deemed the same instrument. Electronic or photographic signatures of either Party to this IGA or subsequent modifications thereto, shall be effective for all purposes.

13. **Governing Law, Venue and Survival.** The laws of the State of Colorado to the extent not preempted by federal law shall govern the validity, performance and enforcement of this IGA. Should either Party institute legal action for enforcement of this IGA, venue of such action shall be in the United States District Court for the District of Colorado, if the court has jurisdiction; otherwise, any such action shall be filed in Garfield County, Colorado.

14. **Whole Agreement.** This IGA sets forth the whole agreement of the Parties. No representations, either verbal or written, shall be considered binding on either Party to the extent not set forth herein.

15. **Section Headings.** The section headings in this IGA are inserted only for the purpose of convenient reference and are in no way to define, limit or prescribe the scope or intent of this Agreement or any part thereof.

16. **Authority.** Each Party signing this IGA represents and warrants that the individual is fully authorized to enter into and execute this IGA and to bind the Party it represents to the terms and conditions thereof.

17. **Notice**. All notices, requests, demands, consents, and other communications pertaining to this Agreement shall be transmitted in writing and shall be deemed duly given when received by the Parties at their addresses below or any subsequent addresses provided to the other Party in writing.

To City:	City of Glenwood Springs Attn.: City Manager 101 West 8th Street Glenwood Springs, CO 81601
With copy to:	City of Glenwood Springs. Attn.: City Attorney 101 West 8th Street Glenwood Springs, CO 81601

To Town:	Town of Eagle Attn: Brandy Reitter 200 Broadway St. Eagle, CO 81631
With copy to:	Town of Eagle Attn: Town Attorney PO Box 609. Eagle, CO 81631

IN WITNESS WHEREOF, the City and the Town have executed duplicate originals of this Agreement.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

_____ By: _____

Ryan Muse, City Clerk Jonathan Godes, Mayor

Date: _____

THE TOWN OF EAGLE, COLORADO

ATTEST:

Jenny Rakow, Town Clerk By: Scott Turnipseed, Mayor

Date: 7/13/21

OFFICIAL SEAL TOWN OF EAGLE EST. 1905

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: RFSD 27th St Trail Easement Agreement

Action Requested: Approval of the easement agreement between the Roaring Fork School District and the City to allow a sidewalk connection on the south side of 27th Street from the intersection of 27th Street and SH 82 to Berthod Motors.

Department: Engineering

Presented By: Terri Partch, City Engineer

Background Info: The City has been working in partnership with RFTA to fund and construct two underpasses at the intersection of SH 82 and 27th Street. This easement will allow a sidewalk connection on the south side of 27th Street into the project. It will also allow a better alignment of a waterline, removal of a retaining wall and more light into the underpasses. The Agreement acknowledges the value of the easement but there is no cost to the City.

Issues: None at this time.

Staff Recommendation: Approval of the easement.

EASEMENT DESCRIPTION

An easement situated in that parcel of land described in the Warranty Deed recorded as Reception Number 210584 (herein after referred to as the Glenwood Springs Transportation Facility Parcel), filed with the Garfield County Clerk and Recorder, also lying in the NE 1/4 NE 1/4 of Section 21, Township 6 South, Range 89 West, of the 6th Principal Meridian, City of Glenwood Springs, County of Garfield, State of Colorado, said easement being more particularly described as follows:

Commencing at the Northeast Corner of said Section 21, a found 2.5" United States General Land Office Survey Brass Cap on a 1.5" diameter Steel Post properly marked and dated 1924, thence S 88°23'33" W, a distance of 594.76 feet, to the westerly railroad right-of-way line of the Roaring Fork Transportation Authority, as described in Railroad Right-Of-Way Survey as Land Survey Deposit Number 787, filed with the Garfield County Surveyor, also being the Southeast Corner of a Roadway Easement, described in that document, recorded as Reception Number 494511, filed with the Garfield County Clerk and Recorder, the True Point of Beginning;

Thence N 85°49'20" W, along the southerly line of said Roadway Easement, a distance of 91.41 feet, to the northerly line of said Glenwood Springs Transportation Facility Parcel, also being he southerly right-of-way line of 27th Street;
Thence N 88°56'31" W, along said coincidental line, a distance of 73.19 feet;
Thence S 01°03'29" W, a distance of 11.36 feet;
Thence S 71°49'02" E, a distance of 81.59 feet;
Thence N 83°40'35" E, a distance of 24.14 feet;
Thence S 68°09'00" E, a distance of 46.06 feet;
Thence a distance of 36.51 feet, on the arc of a non-tangent curve to the right, having a radius of 40.95 feet, a central angle of 51°05'05", the chord of which bears S 34°32'36" E, a distance of 35.31 feet;
Thence S 62°43'20" E, a distance of 17.28 feet;
Thence S 30°21'03" E, a distance of 18.33 feet, to the westerly railroad right-of-way line of said Roaring Fork Transportation Authority;
Thence a distance of 99.15 feet, along said westerly railroad right-of-way line, on the arc of a non-tangent curve to the left, having a radius of 2814.93 feet, a central angle of 02°01'06", the chord of which bears N 14°13'02" W, a distance of 99.15 feet, to the Southeast Corner of said Roadway Easement, the True Point of Beginning.

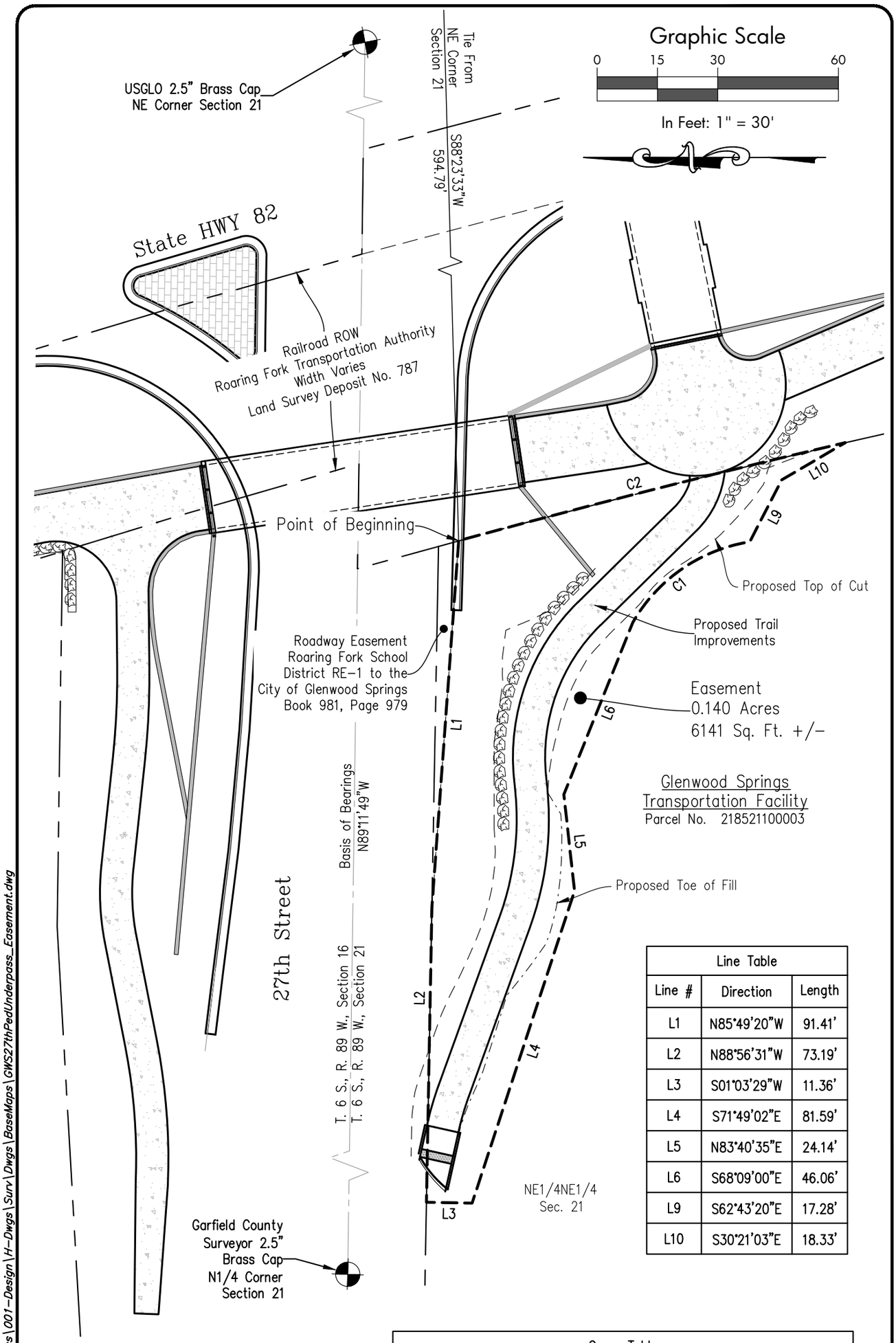
The area of above described easement contains 6141 square feet (0.140 acres), more or less.

All bearings recited hereon are relative to a bearing of N 89°11'49" W, between Northeast Corner of said Section 21, a found 2.5" diameter United States General Land Office Survey Brass Cap on a 1.5" diameter Steel Post properly marked and dated 1924, and North Quarter Corner of said Section 21, a found 3.0" diameter Garfield County Surveyor Brass Cap on a 2.5" diameter Aluminum Post properly marked and dated 1979.

This legal description created by:

Richard A. Harrison
Colorado PLS #38180
For, and on behalf of the City of Glenwood Springs and SGM Inc.

I:\2020\2020-544-GWS27thPedUnderpass\001-Design\H-Dwgs\Surv\Dwgs\BaseMaps\GWS27thPedUnderpass_Easement.dwg



Line Table		
Line #	Direction	Length
L1	N85°49'20"W	91.41'
L2	N88°56'31"W	73.19'
L3	S01°03'29"W	11.36'
L4	S71°49'02"E	81.59'
L5	N83°40'35"E	24.14'
L6	S68°09'00"E	46.06'
L9	S62°43'20"E	17.28'
L10	S30°21'03"E	18.33'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	36.51'	40.95'	51°05'05"	S34°32'36"E	35.31'
C2	99.15'	2814.93'	2°01'06"	N14°13'02"W	99.15'

Note: This Exhibit Map is intended to graphically depict the legal description for an Easement and is not a Land Survey Plat of a Monumented Land Survey

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SGM
118 West Sixth Street, Suite 200
Glenwood Springs, CO 81601
970.945.1004 www.sgm-inc.com

City of Glenwood Springs Easement
Garfield County, Colorado

Job No.	2020-544.001
Drawn by:	HS
Date:	6/24/2021
Approved:	RH
File:	GWS27thPedUnderpass_Easement

Easement Exhibit

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT (the "Agreement") is entered into and effective this ___ day of _____ 2021, by and between the ROARING FORK RE-1 SCHOOL DISTRICT, a Colorado School District ("Grantor"), and the CITY OF GLENWOOD SPRINGS, a Colorado home-rule city (the "City").

RECITALS

A. Grantor is the fee owner of certain real property within the City of Glenwood Springs, Colorado more particularly described on **Exhibit A** attached hereto and incorporated herein (the "Property").

B. The City in cooperation with the Roaring Fork Transit Authority desires to construct a trail, underground utilities and drainage across Grantor's property as part of the 27th Street underpass project being completed by RFTA.

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual agreements, promises and covenants herein contained, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties mutually undertake, promise, and agree for themselves, their respective representatives, successors and assigns, as follows:

1. Recitals. The foregoing recitals are hereby incorporated by this reference.

2. Purpose of the Easement. The purpose of the Easement is to provide the City a permanent, non-exclusive easement for construction, operation, maintenance, repair, and replacement of a trail, underground utilities, drainage and related facilities within the Easement, and for non-motorized, recreational, educational, open-space uses by the City and the general public consistent with the provisions of Paragraph 4 below; provided, however, maintenance and public safety vehicles, electric bikes and disability assisted devices are expressly exempted from the non-motorized use limitation.

3. Grant of Easement. Grantor hereby grants and conveys to the City a perpetual, nonexclusive easement on, over and across the portion of the Property as depicted and described on the attached **Exhibit B** for the purposes described in Paragraph 2 above and subject to the obligations and limitations herein ("Easement").

4. Rights Conveyed.

The rights and corresponding obligations conveyed by Grantor to City are as follows:

a. To establish within the Easement a trail to serve the purposes for which the Easement has been granted;

b. To lay out, mark, develop, construct, maintain a trail or foot path within the Easement;

c. To lay out, develop, construct and maintain a waterline within the Easement;

d. To layout, develop, construct and maintain drainage facilities within the Easement, provided such drainage facilities do not interfere with the drainage of the remainder of the Property;

e. To make topographical changes within the Easement for the necessity and convenience of constructing the Trail, underground utilities and drainage, provided such topographical changes do not interfere with the drainage of the remainder of the Property;

f. To establish and maintain appropriate signage within the Easement marking the Trail and providing directions or other appropriate information;

g. To enter upon the Easement for all reasonable and necessary construction, maintenance and repairs of the Easement;

h. To maintain the Easement in a good, clean and sanitary condition, free from waste or litter and any condition that is offensive to the public health, safety or welfare or that constitutes a nuisance.

5. Maintenance of the Easement. Grantor and City agree that all expenses for maintenance and repair to the Trail, underground utilities, and drainage within the Easement in conformance with the rights conveyed shall be the responsibility of City. Consistent with Paragraph 4(h) above, the City shall maintain the Easement in good, clean and sanitary condition, free from waste or litter, or any condition that is offensive to the public health, safety, or welfare, or that constitutes a nuisance. In the event the City fails to maintain the Easement in such condition, Grantor may do so and invoice City for such services, which must be paid within 30 days.

6. Governmental Immunity and Indemnification for the Easement. To the extent permitted by law and to the extent that the insurance coverage and statutory protection described herein are insufficient to respond to a claim or suit for damages, City agrees to indemnify, defend, and hold harmless Grantor and its officers, officials, agents, and employees against loss or expense by reason of any claim or suit for damages because of personal bodily injury or property damage arising from use of the Easement, except that City shall not be liable if a claim or suit arises from the negligence and willful acts of Grantor, its officers, agents, employees, successors or assigns. Nothing in this Agreement shall be construed as a waiver of the Colorado Governmental Immunity Act, C.R.S. §24-10-101, et seq., as may be amended by either party.

7. Non-exclusivity. The Easement shall be non-exclusive in all respects, and Grantor reserves

all rights to use and enjoy the Easement for any purposes which do not materially and unreasonably interfere with the use and enjoyment of the Access Easement by the Permittees. Without limitation of the generality of the foregoing, Grantor shall be entitled to use the Easement hereafter for the installation, maintenance and enjoyment of utilities or similar systems, and in that regard may grant easements to utilities suppliers and other involved third parties for purposes of effectuating this right for all future uses of the Property, as long as the third parties restore all of the Grantees facilities to their original function and condition before the granting of the third party easement use.

8. Attorneys' Fees. In the event of a legal action or proceeding to enforce or interpret any of the terms of this Agreement, the party not substantially prevailing in the dispute, as the case may be, must pay any and all costs and expenses incurred by the other party, including, without limitation, court costs and reasonable attorneys' fees.

9. Headings. The headings of the various paragraphs of this Agreement have been inserted for reference only and shall not have the effect of modifying, amending or changing the express terms and provisions of this Agreement.

10. Severability. Invalidity or unenforceability of any provision of this Agreement in whole or in part shall not affect the validity or enforceability of any other provision or any valid and enforceable part of a provision of this Agreement.

11. Recordation: Upon full execution of this Agreement, any amendments thereto, and the Easement Deed, the same shall be recorded in the records of the Garfield County Clerk and Recorder.

12. Governing Law. This Agreement shall be governed by and construed under Colorado law.

13. Entire Agreement. This Agreement shall constitute the entire agreement between the owners with respect to the subject matter described herein. No representations or warranties of any nature have been made by any such owner, and no owner has entered into this Agreement in reliance upon any such representations or warranties, except as expressly set forth herein. No variations or modifications of, or amendments to, the terms of this Agreement shall be binding upon the owners unless reduced to writing and signed by the parties hereto.

14. Authority. Grantor has taken all necessary action to authorize the execution, delivery and performance of this Agreement and has the power and authority to execute, deliver and perform this Agreement. The person signing this Agreement on behalf of Grantor warrants that he has full power and authority to bind Grantor.

IN WITNESS WHEREOF, Grantor and City have caused this Agreement to be executed as of the date first above written.

GRANTOR:

ROARING FORK RE-1 SCHOOL DISTRICT

By: _____

Title: _____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Acknowledged, subscribed, and sworn to before me this ____ day of _____ 2021, by _____, as _____ (title) of the Roaring Fork RE-1 School District.

WITNESS my hand and official seal.

My Commission expires: _____.

_____
Notary Public

CITY OF GLENWOOD SPRINGS:

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk

Exhibit A – Legal Description of RE-1 Property

Exhibit B – Legal Description / Depiction of Easement Area

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Mitchell Creek Flood Plain RFP 2021-22P Award

Action Requested: Approval of a contract with Wright Water Engineers for a Not to Exceed sum of $162,332

Department: Engineering

Presented By: Terri Partch, City Engineer

Background Info: In 2018 the city was awarded a Flood Mitigation Assistance Grant to analyze potential improvements to Mitchell Creek in order to mitigate flood hazards identified in the revised and adopted 2018 FEMA floodplain mapping of Mitchell Creek. Grant Funds total $54,806 with a required match of $18,269, totaling $73,075. Engineering has funds available for floodplain mapping within the professional services budget to utilize for this contract in addition to this grant amount. The $54,806 grant is part of Budget Amendment #2 on this evening's agenda.

The City issued the RFP and received three proposals ranging from $123,994 to $202,750. While Wright Water Engineers was not the low-bid, they were the most qualified applicant and their proposal includes items that may not be necessary for the completion of the design, but cannot be excluded until further discussion and analysis is completed.

Issues: None

Staff Recommendation: Approval of a Not to Exceed Contract with Wright Water Engineers.

July 16, 2021

Ryan Muse
City of Glenwood Springs Procurement Department
101 W 8th Street, Glenwood Springs, CO 81601
(970) 384-6406
ryan.muse@cogs.us

RE: Response to RFP for the Mitchell Creek Flood Plain
City of Glenwood Springs, Colorado

Dear Ryan:

Marcin Engineering is pleased to submit this Proposal to provide Professional Civil Engineering Services for the City of Glenwood Springs. Please note the following:

- Over the last quarter century, our team of professionals has been involved in tens of millions of dollars of road construction projects, including design, construction phase services, and survey-related services throughout the Roaring Fork Valley and Western Colorado.
- Our integrated in-house services and our Eagle County location provide the efficiency needed for a seamless project delivery process, and we have a history of producing construction plans for project such as this with little to no change orders.
- Marcin Engineering specializes in Civil Engineering and Land Surveying projects in Western Colorado; we are a local firm that employs local professionals. Because of this, we are accustomed to the unique circumstances and challenges to bidding often encountered in our mountain environments.

Smith Environmental and Engineering is a partner company of ours and is the premier firm for the environmental engineering and floodplain analysis component of the work.

Marcin Engineering has read, understands, and agrees to all requirements of the RFP, and we look forward to the opportunity to provide our services for the City. Please do not hesitate to contact us to further discuss any of the information presented in this proposal or any additional selection process requests. Thank you for your time and consideration of Marcin Engineering.

----------CONTACT INFORMATION----------

Marcin Engineering

101 Eagle Road, #5
PO Box 1062
Avon, CO 81620
970-748-0274
Contact: Tom Marcin
tom@marcinengineering.com

Smith Environmental and Engineering

250 Perry Lane
Dacono, CO 80514
720-887-4928
Contact: Jonathan Diller
jonathandiller@smithdelivers.com

Signature:

Tom Marcin, PE, PLS
MARCIN ENGINEERING

GLENWOOD SPRINGS, COLORADO

MITCHELL CREEK FLOOD PLAIN

7/16/2021

PROPOSAL FOR PROFESSIONAL ENGINEERING SERVICES

Prepared By:

Helena Nicholakos, EIT
Marcin Engineering, LLC
101 Eagle Road #5, PO Box 1062
Avon, Colorado 81620

Phone: (970) 748-0274

Email: helena@marcinengineering.com

Prepared For:

Ryan Muse
City of Glenwood Springs
101 West 8th Street,
Glenwood Springs, CO 81620

Phone: (970) 384-6406

Email: ryan.muse@cogs.us

QUALIFICATIONS

Company Overview

Marcin Engineering LLC is a Limited Liability Company registered with the Secretary of State of Colorado. Thomas S. Marcin, PE, PLS, is the Owner, Principal, and Managing Partner of the firm. Our company's scope of services includes civil engineering, land surveying, land planning, and comprehensive construction administration. Marcin predominately works with local governments, land developers, CDOT, and others.

Over the years, Tom Marcin has assembled a staff of highly trained professionals that work together to deliver creative, yet practical solutions tailored to the specific circumstances of each project. The Marcin team members have worked together extensively for over 25 years on general civil and land development construction projects. In total, Marcin Engineering employs 25 peak season staff, including 3 licensed Professional Civil Engineers and 3 licensed Professional Land Surveyors. Each team member brings their own varied experience and background to the company, forming a multi-disciplined group with a broad knowledge of civil engineering, land surveying, and construction phase services.

Marcin Engineering is based in neighboring Eagle County. We have incredible familiarity with Glenwood Springs and Garfield County, and having provided services up and down the Roaring Fork Valley, we are intimately knowledgeable with the local labor and materials markets. Our office information is displayed below:

Avon Headquarters Office
101 Eagle Road, #5
PO Box 1062
Avon, CO 81620
(970) 748-0274

We anticipate having adequate capacity to provide land surveying, civil engineering, and construction phase services for the duration of this project. In addition, we are a versatile firm and are easily available to attend meetings on-site at or near the project location, at the Glenwood Springs City Hall or other local government offices, or at another strategic location relevant to the project.

Project Team

For this project, we plan to partner with Smith Environmental and Engineering, whose firm we are currently working with on a significant roadway project in neighboring Eagle County. Smith will assume responsibility of environmental engineering, geotechnical analysis and engineering, floodplain analysis and engineering, and FEMA coordination. Marcin will assume the tasks of field and project surveying, development of construction plans, permitting, presentation and public engagement assistance, right-of-way analysis and easement preparation, subsurface utility engineering, and development of a survey control plan.

Marcin Engineering is based in Avon while Smith Environmental and Engineering is based in Dacono. Primary design work is anticipated to take place in our respective offices, and both our firms have the capability to visit the project area as needed for observation, study, and to perform field design. Meetings may also take place as needed nearby in Avon at Marcin's headquarters office.

Services

Civil Engineering – We primarily work in Eagle County and understand the nuances. By applying our experience and knowledge of civil engineering, construction costs, as well as local government experience, we smooth out the pathway to success. Some of our civil engineering services include:

- Road and Street Design
- Traffic Engineering Analysis
- Erosion Control Design
- Permitting
- CDOT Access Permits
- Opinion of Probable Costs
- Municipal Infrastructure
- Drainage and Floodplain Studies
- Storm Sewer and Detention Design
- Site Development
- Public Recreation Facilities Design
- Water and Sewer System Design
- Utility Design
- Subdivision Design
- Recreational Paths
- Plan Review

Land Surveying – Marcin Engineering has a full-service land surveying department comprised of three Professional Land Surveyors and the ability to run up to five field surveying crews. Using state-of-the-art field equipment with automatic data collection, our surveyors provide accurate ground control which forms the basis of our design work. We believe precise surveying is a fundamental key to achieving cost-effectiveness and project success, especially with having the ability to provide engineering services immediately afterward. Furthermore, we are on a first name basis with CDOT surveying personnel and have received nothing but high praise from CDOT for our quality of work. Our surveying services include:

- ROW Surveys
- Platting
- Easement Documentations
- Boundary Surveys
- Topographic Surveys
- Construction Staking
- As-Built Mapping

Construction Phase Services – Our comprehensive construction administration services are aimed to ease the instability that is often an inherent part of the construction process. We bring a sense of security, ensuring the client's interests are fully achieved.

Marcin can take the project from design into the construction process without any interruption. We prepare bidding documents consisting of clear and concise construction plans, detailed specifications, and universally accepted contract documents which allow prospective contractors to submit fair, complete, and reliable bids. Then, from contract award to project closeout, Marcin will be there to help assure full contract compliance with site representation in the form of field engineering, construction stake-out, and construction observation.

Some examples of the services we provide as part of our comprehensive construction management services include:

- Public Bidding
- Construction Engineering
- Grant Acquisition
- Contract Administration
- Contract Preparation
- Contract Negotiations
- State and Federal Funds Administration
- Construction Specifications
- Construction Observation
- Compliance Assurance and Documentation

Other Services – Marcin Engineering is a multi-disciplinary firm and can provide additional services not discussed above. The Marcin team has the expertise to handle a wide range of public works projects, as well as land use, utility coordination, hydrologic studies, and other services as needed by the client.

Project Approach

In 2018, FEMA adopted a new floodplain map that placed many properties adjacent to Mitchell Creek in a floodplain. Previous to 2018, these areas were not considered to be in a floodplain. Due to the recent change in the floodplain status of this area, the City of Glenwood Springs, Colorado, would like to identify floodplain mitigation methods for the area, file a Conditional Letter of Map Revision (CLOMR) with FEMA with the goal of removing the floodplain status from these areas, and then implement these mitigation methods through construction. Marcin Engineering and Smith Environmental and Engineering will work together to address the deliverables outlined within the project scope of services as follows:

Smith will collect all available pertinent data of the reach, including the current effective HEC-RAS model, AutoCAD Civil 3D data, LiDAR, topographic data (collected by others), and hydrologic data of the area. All of these data sets will be modeled and tested to confirm completeness and that they run without error (i.e. prepare

a Duplicate Effective model as required) and will therefore be a viable base to perform the required project work. Marcin will conduct field surveys as needed to provide data to inform the HEC-RAS modeling.

Once the HEC-RAS model and CAD data are validated, Smith will begin the process of identifying problem areas in the channel, analyzing flow data, and coordinating measures to mitigate flooding of Mitchell Creek. This process will include adding and modifying existing cross sections in the model, and iteratively testing potential design features such as culverts, bridges, and channel modification. Communication among the project team and the City staff will be critical during this phase to ensure that the proposed mitigation measures align with expectations and overall project goals. Because the design process will be iterative, Smith will narrow down and focus the desired results through coordinating preliminary design options with Marcin and input from the City, then modifying the model accordingly. Smith will identify potential hydraulic issues in the design that adversely impact the HEC-RAS model and will coordinate possible revisions with the design team. Once a mitigation method has been agreed upon between the City staff and the consultants, Marcin will help the City facilitate a public presentation of the results to local residents to get their feedback on the proposed changes. Resident feedback will be incorporated into any further changes to the mitigation approach if needed.

While developing the model and proposed mitigation measures, Smith will coordinate geotechnical and soil investigations at strategic locations along the reach. These investigations will help focus the design by assessing soil conditions for proposed mitigation measures, geological hazards (possibility of debris flows, corrosive soils, etc.), and providing pavement design recommendations, if necessary. For these investigations, Smith will utilize an in-house Certified Soil Scientist and a subcontracted licensed Geotechnical Engineer when necessary to make the appropriate recommendations and for deliverable reports. This assessment will be based off existing surface conditions, and will include up to three geotechnical borings.

After the mitigation approach is finalized, Marcin will begin to produce design plans, specifications, and an Engineer's Opinion of Probable Cost (EOPC) to implement the agreed-upon mitigation measures. These plans will be produced in the following stages: Preliminary Design (30%), Final Design (90%), and Bid Documents (100%). Bid phase documents will include construction specifications, a construction schedule, a subsurface utilities engineering plan (if needed for design), and a survey control plan for construction. Marcin will communicate with City staff following each phase of design to get all City feedback and necessary approvals. If needed for implementation of the mitigation methods, Marcin will also conduct right-of-way and easement analysis and create temporary or permanent easement documents. Marcin will coordinate with state and federal bodies as needed to move design through the permitting process.

While the design plans are being completed, Smith will complete the modeling of the mitigation measures, then will prepare and submit the data package to pertinent authorities. The contents of the data packet will include hydrologic and hydraulic narrative reports detailing methodology of calculations and modeling. First, the package will be sent to the Floodplain Administrator for initial review. Once the data package is approved from the Floodplain Administrator, Smith will submit a complete CLOMR application including supporting documentation to FEMA, with required fees, if any, paid by the City. After addressing any comments from FEMA, Smith will revise the application packet and resubmit to FEMA for final approval.

Marcin will coordinate any construction phasing or scheduling as needed. Marcin has allowed for a small construction administration scope, and will be available to provide construction administration and construction staking services on a larger scope if needed.

Our estimated fees for the deliverables as outlined in the project scope of services can be found in the "Budget & Pricing" section of this proposal.

PROJECT STAFF

What makes Marcin unique is the hands-on approach by Tom – the Principal of the company – who is both a licensed Professional Engineer and Professional Land Surveyor. This allows for a broader understanding of the work taken on by the firm. During the summer peak season, the company employs 20-25 personnel; we anticipate allocating the skills of up to eight employees towards the project. The combined skills and experience of our staff demonstrate our company's professional qualifications and experience necessary to guarantee the performance of required services in a satisfactory manner.

Our staff members are experienced in work relating to floodplain analysis and floodplain mitigation design. For example, two of our projects nearing completion had this work performed by our staff to study the affected areas, based on topography, and provide designs which:

- Do not intrude into the floodplain areas.
- Provide site grading such that the floodplain elevation is kept below and away from proposed improvements.

Additional details about our relevant project experience can be found in the "References" section.

Listed below are detailed descriptions of what each proposed staff member for the project brings to the table, along with a resume provided by Smith detailing the qualifications of their proposed key staff member.

1. **Thomas Marcin, PE, PLS – Principal in Charge and Project Manager**

   Mr. Marcin has been the Owner and Principal in Charge of Marcin Engineering since its inception in 1997, of which his time in the industry predates. He holds a B.S. in Civil Engineering from the University of Wisconsin-Platteville, has 29 years of industry experience, and has overseen every major Eagle County project the firm has taken on and completed, and he has the skills necessary to ensure a proper delivery of the project and all its components. Mr. Marcin's record of accomplishment is proven, and he is available full-time, if required, to assist in managing the project from start to finish.

2. **Rob Goss, PE – Project Engineer and Project Manager**

   Rob is a highly qualified and experienced project manager and has helped bring our engineering projects to completion at Marcin Engineering for over 7 years. He has extensive experience in land development and civil engineering design, and his tasks at Marcin include:

   - Design and management of land development projects and their elements, including grading, drainage, road/access, utility, and land development site features.
   - Drainage study and analysis of development project areas. Experienced with NRCS TR-55, Win TR-55, Rational Method, and AutoCAD Civil 3D drainage programs.
   - QA/QC of construction project elements and materials analysis.
   - Management of survey operations including client/team communication, survey crew scheduling, field data collection, layout of site elements.

Mr. Goss holds a B.S. in Civil Engineering from the University of Central Florida, and he is available for up to 40 hours per week to manage this project, as required by the project.

3. **Tony Vazquez, PE – Project Engineer**

Tony has extensive experience working on projects in throughout the Roaring Fork Valley and has been with Marcin Engineering for over 6 years. His duties include:

- Civil engineering design, development of construction plans, processing of survey data, and layout of design elements for staking during construction.
- Conferring with Engineers, Architects, Owners, Contractors, and Subcontractors on changes and adjustments to cost estimates, consulting with clients, vendors, personnel, and construction foremen.
- Formulating estimates and resolve construction issues, applying for all building permits, visiting sites for compliance with codes, plans, and specifications, analyzing blueprints and other documentation for conformance with building codes.

Mr. Vazquez holds a B.S. in Civil Engineering from the University of Colorado Boulder, and he is available for up to 40 hours per week to work on this project, as required by the project.

4. **Nathan Lujan – Design Engineer**

Nathan has worked with Tom Marcin for over 25 years and has over 34 years of total civil engineering design experience. He is available for up to 40 hours per week to provide necessary support to this project. At Marcin Engineering, his duties and experience include:

- Engineering design, processing of survey data, and development of construction plans and details with Autodesk products.
- Cost estimating, preparation of EOPC documents, and bidding coordination.

Mr. Lujan attended Mesa State University for Engineering Studies and has developed many of our engineering plan sets for projects throughout the region over the years.

5. **John Curran, PLS – Surveying Crew Chief**

John has over 46 years of land surveying experience throughout the region and several states, much of that time working at Marcin Engineering. At Marcin, he has extensive experience with the following duties:

- Management of survey crews, scheduling field survey work, overseeing preparation of lineouts, data management, and project tracking.
- Daily field work on many types of surveys, including topographic maps, ILC documents, ALTA land surveys, and more for aviation, residential, road, and other infrastructure projects.
- Layout and staking of all site elements for construction projects.

Mr. Curran's extensive professional land surveying experience is an incredible asset to our company, and he is available up to 40 hours per week to provide surveying services on the project. In addition, John is a long-time local to the area, based in Rifle and having provided surveying for construction of the Hanging Lake tunnels in Glenwood Canyon.

6. **Helena Nicholakos, EIT – Design Engineer and Survey Support**

   Helena is in her third year at Marcin Engineering with 7 total years of experience and is available for up to 40 hours per week to provide necessary engineering design and surveying support to this project. At Marcin Engineering, she has extensive experience with estimating, civil design, survey lineouts and mapping, and scheduling. Ms. Nicholakos holds a M.S. in Civil Engineering from the University of Virginia and has proven to be a valuable employee on projects in the region.

7. **Peter Troester – Design Engineer and Survey Support**

   Peter is in his third year at Marcin Engineering with 7 total years of experience and is available for up to 40 hours per week to provide necessary support to this project. At Marcin Engineering, he has extensive experience with estimating, civil design, survey lineouts and mapping, and scheduling. Mr. Troester holds a B.S. in Civil Engineering from the University of Colorado Boulder and has proven to be a valuable employee on projects in the region.

In addition to the personnel mentioned above, Marcin Engineering has a strong network of support staff, including several other engineers and surveyors, whom we can add to the project if required.

Jonathan Diller, P.E., CFM

Water Resources Engineer

Mr. Diller will serve as the water resources engineer in this project, overseeing all engineering aspects of the project. Mr. Diller has been working in the field of water resources engineering for over 30 years. This includes floodplain management, stormwater quantity management, wetlands design and management; water quality management and EPA regulations of stormwater quality. He has been involved in the review of floodplain and stormwater management models for over 20 years. He has worked on stormwater quality projects for ponds, lakes, reservoirs, wetlands and rivers. He has worked on projects that have used hard armoring such as concrete retaining walls, projects that have used natural methods and landscaping, and those with a combination of both. Mr. Diller has also been developing the advocacy of constructed wetlands BMP for the management of stormwater quality and quantity for over 20 years.

EDUCATION

M.S. Soil and Water Science, University of Florida, 2019 (Emphasis on Water and Wetlands)

B.S. Chemical Engineering, Rose-Hulman Institute of Technology, 1983

EMPLOYMENT HISTORY

Smith Environmental & Engineering
Jonathan M. Diller, P.E.
Flood Rebuild Advocate – Lyons Emergency Assistance Fund
Floyd Browne Group
BA Engineers, Inc.
Hanson Professional Service Inc.
Robinson Engineering, Ltd.
Ruettiger, Tonelli & Associates Paragon Professional Services
Resource International, Ltd.
Berkley, Howell & Associates
Springstead Engineering
Rose-Hulman Institute of Technology

PROFESSIONAL CERTIFICATION AND REGISTRATION

✓ *Registered Professional Engineer: Colorado and Wyoming; NCEES record*
✓ *Certified Floodplain Manager (CFM)*
✓ *Association of State Floodplain Managers*
✓ *Will County Stormwater Management Committee (Member 1999-2004, Secretary 2005-2007)*
✓ *Editorial Committee Member for Storms and Floods (IAFSM) (2005-2007)*
Past Chairman National Membership Committee American Institute of Chemical Engineers

SELECTED PUBLICATIONS

USEPA Office of Water NPDES Storm Water Phase II Rule presented to the Illinois Association for Floodplain and Stormwater Management Annual Meeting March 2001, revised and represented for the March 2002 Annual Meeting

Point/Nonpoint: An Introduction to the NPDES Phase II Program Storms and Floods, Fall 2005, Written by Jonathan M. Diller, PE, CFM and Tom Tomaszewski, CFM with Troy Golem

Experience Summary

- ✓ **Home Access Projects, Throughout Colorado –** Mr. Diller has been the project manager for grant funded home access and stream restoration projects throughout Colorado. The projects included the design of bridges, culverts, stream restoration and retaining walls. Two of the projects required the submittal of a LOMR application which was prepared and submitted to FEMA after approval of the local floodplain administrator.
- ✓ **Coal Creek Canyon Reach 12 Restoration, Jefferson County, CO** Engineering project manager for a stream bank restoration project within a floodway in rural Jefferson County. Responsible for the project design, stormwater management plans and erosion control drawings in support of road construction, stream flow management and stream restoration efforts. Addressed the water quality aspects of the project during both the design and construction phases. Managed the cost estimates for the entire project and worked with the client and contractor to make appropriate value engineering decisions to keep the project on its fixed budget.
- ✓ **Lower Capitol Basin Wetlands (Cheyenne, WY) –** Responsible for the design and permitting of a stormwater treatment wetland in an urban area. The design incorporated multiple elements, such as diversion structure, forebay, constructed wetlands and stormwater detention. Management of the water quality in the permanent water features was a key aspect of the projects design. The pond and wetland systems also served as a flood management system. Work included dealing with the Wyoming DEQ on project funding. Managed the cost estimates and construction budget for the project; frequently meeting with client, various municipal stakeholders, the public and Wyoming DEQ to address funding concerns, design features and construction sequencing to effectively manage the projects budget.
- ✓ **Consultant to Town of Lyons, Lyons, CO –** Supported the Town review of internal and external floodplain permits. Tasks included review of HEC-RAS models, both one dimensional and two-dimensional models, floodplain permit application review and review of land development projects in coordination with the Town Engineer and Town Administrator.
- ✓ **Pinello Ranch Wetland Mitigation project (El Paso County) –** Responsible for the preparation of design drawings and specifications for a constructed wetlands mitigation project for a major utility. Project involved the creation of a wetlands system in the floodplain. This wetland system included both open water and palustrine emergent, palustrine scrub shrub wetlands. The open water areas were designed to support resident populations of warm water species, including small mouth bass, perch, and sun fish.

PROJECT EXPERIENCE

Marcin Engineering – Representative Project Experience

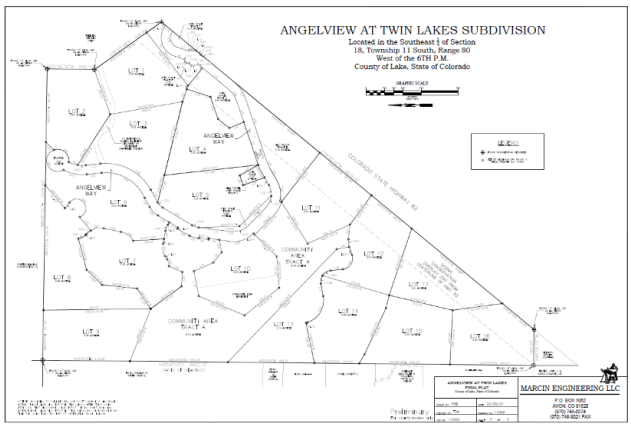
The following examples will demonstrate Marcin Engineering's experience on projects similar in scope to this request.

Burns Bridge, Brush Creek Bridge – Eagle County, CO

Client: Rick Ullom (retired), Eagle County

Description: These are two of several complex right-of-way surveys Marcin Engineering has performed in recent years. These surveys were done in CDOT format and served as the basis of right-of-way acquisition.

Angelview Development – Twin Lakes, CO



Client: Angelview LLC

Contact: Alan Elias, (512) 968-3809

Description: The Angelview Development is a proposed 71-acre subdivision on the north side of Highway 82 just east of the Twin Lakes village. It includes a network of roadways accessing 17 single-family home sites scattered across open space parcels. This project includes two CDOT highway access points. Marcin Engineering participated in the surveying, design, and permitting required to facilitate ingress and egress to the project. This project has a substantial amount of complex road design.

Cordillera Road Projects – Edwards, CO

Client: Cordillera Valley Club Metropolitan District

Contact: Kent Myers, (970) 390-7207

Description: Marcin Engineering has provided extensive land surveying, engineering design, and construction administration services for roadway projects within the Cordillera Valley Club Metropolitan District, and we have an extensive history in providing our professional services for this municipal organization. Some of our work has included extensive coordination with CDOT.

2017-1266 VICTORIA DARLING-ORTH HOME ACCESS – ENGINEERING, PERMITTING AND CONSTRUCTION

Jefferson County, CO
Spark the Change Colorado, Tom Judd, 303.909-9964, tjudd@sparkthechangecolorado.org

SMITH was contracted by Spark the Change Colorado to design repairs to the Victoria Darling-Orth property which would increase flood resilience to the property and protect the house from overbank flooding. To accomplish these objectives, SMITH: 1) designed two concrete box culverts to convey runoff in a flooding event and a concrete driveway, 2) prepared a stream restoration plan developed by Professional Wetland Scientist, 3) completed a wetland delineation, and 4) prepared a Revegetation Plan.

During the project design phase, SMITH modeled multiple conditions of Beaver Creek in HEC-RAS to appropriately size and configure the reinforced concrete box culverts. Existing conditions and proposed changes were modeled to confirm that the design would meet project goals. Also during the design phase, FEMA had not yet adopted an effective flood model of the reach, so a CLOMR was not required. However, by the time the construction phase was complete, an effective model had been adopted. SMITH prepared and submitted a LOMR to Jefferson County and FEMA to demonstrate that the constructed design did not cause a rise to the BFE. The submitted HEC-RAS models included all design features made to the channel.

In all, SMITH completed preliminary and final design, obtained all environmental clearances and permits, and produced a complete Plans, Specifications and Estimate (PS&E) set of construction documents that Spark the Change Colorado could use to bid the project.

2017-1314 – CONNER PROPERTY – HOME ACCESS – CONCEPT DESIGN, FINAL DESIGN, CONSTRUCTION MANAGEMENT AND CONSTRUCTION

Golden, CO

Metro Volunteers, Mike O'Connor, 303.282.1234 Ext. 30, moconnor@metrovolunteers.org; Jack Connor, 303.642.7988, jcwhiteface@gmail.com

SMITH was contracted by Spark the Change Colorado to design repairs to the property that would increase flooding resilience and protect the house from overbank flooding. To accomplish these objectives, SMITH: 1) designed a concrete box culvert to convey runoff in a flooding event, 2) reconfigured an existing swale to more effectively convey water away from the structure, 3) prepared a stream restoration plan developed by Professional Wetland Scientist, and 4) prepared a Revegetation Plan.

During the project design phase, SMITH modeled multiple conditions of Beaver Creek in HEC-RAS to appropriately size and configure the reinforced concrete box culverts. Existing conditions and proposed changes were modeled to confirm that the design would meet project goals. Also during the design phase, FEMA had not yet adopted an effective flood model of the reach, so a CLOMR was not required. However, by the time the construction phase was complete, an effective model had been adopted. SMITH prepared and submitted a LOMR to Jefferson County and FEMA to demonstrate that the constructed design did not cause a rise to the BFE. The submitted HEC-RAS models included all design features made to the channel.

The SMITH team utilized a variety of modern software tools to design the repairs and improvements in this project. HEC-RAS was used to analyze Beaver Creek, HY-8 was used to conduct preliminary design of the driveway culvert, ARCGIS and Quantum GIS was used to prepare GIS maps, and AutoCAD Civil 3D was used to create the construction drawings for the approved design.

2016-1214 COAL CREEK CANYON - REACH 12 DESIGN-BUILD

Jefferson County, Colorado
Jackie Daoust, former Watershed Coordinator, jackiedaoust26@gmail.com; 908-303-4339,
American West Construction, Paul Snyder, (303) 455-0838, psnyder@amwestcon.com

The Coal Creek Canyon Reach 12 (CCCR12) stream restoration project (in Beaver Creek) added flood conveyance and protection and restored riparian habitat for homes and properties along Beaver Creek, a tributary to Coal Creek beginning at State Hwy 72 and extending upstream for approximately 3,550 feet to the confluence of Beaver and South Beaver creeks. Seventeen properties received direct benefit from stream improvements in this area and will help to manage flow adjacent to Twin Spruce Road where emergency access is needed.

For this project, the SMITH completed 35% and 65% plan and profile design. The objectives of the project were to : 1) add resiliency to the stream, 2) increase the level of safety for the residents by removing remaining flood debris, 3) improve stream capacity, and 4) add culvert capacity beneath road crossings. Key features of the design were: 1) Size the culverts and channel at road crossings to withstand in increased level of storm water flows (modeled using HEC-RAS software), 2) established a native/riparian wetland mitigation area, 3) laid back near vertical channel banks, 4) establish a riparian plant community along the stream, and 5) created additional terraces to handle increased flows. Additionally, it created a more natural channel bottom with log vanes and bank side vegetation to improve fisheries (Brook trout) habitat. This design provides increased channel stability during storm events, reduces erosion potential and increases sediment control through the stream.

In concert with the CCCWP, the team engaged in a combination of short presentations and many one-on-one meetings to landowners to present the larger vision of the restoration planning goals, combined individual requirements for each property.

2017-1315 – SEAVER PROPERTY – FLOOD RESTORATION – DESIGN AND CONSTRUCTION

Jefferson County, CO
Spark the Change Colorado, Tom Judd, 303.282.1234, Ext. 316, tjudd@sparkthechangecolorado.org

SMITH was contracted by Spark the Change Colorado under a FEMA CDBG disaster recovery grant to design repairs to the Seaver Family Partnership property that would replace the existing undersized culvert and increase the property's resilience during a flooding event. To accomplish these objectives, SMITH designed a concrete box culvert to restore the connection of La Joya Del Monte Drive to CO 72, asphalt paving of La Joya Del Monte Drive, and three elliptical reinforced concrete pipe culverts to ensure that La Joya Del Monte Drive remains resilient to flood damage.

The SMITH team utilized a variety of modern software tools to design the repairs and improvements in this project. HEC-RAS was used to analyze Coal Creek and model flooding events, HY-8 was used to conduct preliminary design of the driveway culvert, Quantum GIS was used to prepare GIS maps, and AutoCAD Civil 3D was used to create the construction drawings for the approved design.

In all, SMITH completed preliminary and final design, obtained all environmental clearances and permits, and produced a complete Plans, Specifications and Estimate (PS&E) set of construction documents that Spark the Change Colorado could use to bid the project. Incidental to the driveway culvert, SMITH was able to restore Coal Creek to a stable pre-flood condition in the vicinity of the concrete box culvert.

SMITH conducted public outreach including face-to-face meetings, e-mails, and phone calls to adjacent homeowners, local municipalities, CDOT, homeowner associations, and watershed coalitions.

BUDGET & PRICING

Rates

Below is a table displaying our standard hourly rates for the consideration of the City of Glenwood Springs.

EMPLOYEE CLASSIFICATION	STANDARD HOURLY RATES	CITY RATES (10% DISCOUNT)
Principal	$248.00 per hour	$223.20 per hour
Licensed Engineer/Surveyor	$150.00 per hour	$135.00 per hour
Project Engineer/Surveyor	$132.00 per hour	$118.80 per hour
Design Engineer	$108.00 per hour	$97.20 per hour
Senior Survey Technician	$108.00 per hour	$97.20 per hour
Survey/Engineering Technician	$88.00 per hour	$79.20 per hour
Office Technician	$72.00 per hour	$64.80 per hour
Survey Crew (2-man) – Colorado	$208.00 per hour	$187.20 Per hour

Estimated Fees

Below is a list of the deliverables for this project, including those identified by the RFP, and our estimated fee for each deliverable.

DELIVERABLE	ESTIMATED FEE
Preliminary HEC RAS Floodplain Mitigation Analysis	17,285
FEMA CLOMR submission, review and approval	13,555.50
Preliminary Design (30% Plan Set)	-
Survey (HEC RAS)	19,800
Subsurface Utility Engineering	6,000
Design Plans, Specifications, and Opinion of Probable Costs	12,000
Geotechnical Investigation	6,753.80
Final Plans (90% Plan Set)	-
Survey (easements/ROW)	15,600
Subsurface Utility Engineering	4,800
Design Plans, Specifications, and Opinion of Probable Costs	9,000
Approximate Construction Schedule and/or Phasing Schedule	2,400
Geotechnical Investigation (anticipated to complete during Prelim Design Phase)	-
Presentation to the Neighborhood	1,800
Presentation to City Council	1,800
Bid Documents (100% Plan Set)	-
Design Plans, Specifications, and Opinion of Probable Costs	7,200
Bid Support/Construction Administration	6,000

Total Estimated Fee: $ 123,994.30

*Some exclusions apply including ROW/easement acquisition, platting/replatting, wetlands/wildlife habitats/endangered species, and private utility locates.

LEGAL & INSURANCE

Marcin Engineering is not currently involved in any lawsuits. We do not have any federal, state, or local tax liens. There are no actual or potential claims or liabilities against me, Marcin Engineering, or the officers of Marcin Engineering.

Our company also carries adequate insurance coverage meeting the requirements outlined in the RFP. An insurance certificate from our provider can be procured upon request.

CLOSING STATEMENT

This concludes our proposal to provide professional services for the City of Glenwood Springs for the Mitchell Creek Flood Plain project. We have closely and carefully reviewed the full RFP and all issued addenda in our preparation of this proposal. We thank you for your consideration and look forward to hearing from you soon.

Sincerely,

Helena N.

Helena Nicholakos, EIT
MARCIN ENGINEERING

RFP 2021-22P Mitchell Creek Flood Plain

BID SCHEDULE
CITY OF GLENWOOD SPRINGS
MITCHELL CREEK FLOOD PLAIN
RFP 2021-22P

Scope of the Agreement	Total Cost
The City agrees to compensate Contractor for its fees and services in an amount not to exceed:	$123,994.30

BIDDING 240 **TOTAL DAYS TO COMPLETE**

Have you filled in all the blanks on the Bid Schedules? x **yes** ___ **no**

SUBMITTED BY:

Name Helena Nicholakos, EIT

ADDRESS 101 Eagle Road, #5, PO Box 1062

City Avon **State** CO **Zip** 81620

Corporate Seal

Firm Name * Marcin Engineering, LLC

Signature Helena N.

Title Estimator

Phone (970 **)** 748 **-** 0274

*** Insert "Corporation, Partnership" etc.**

VERTEX

RFP #2021-22P

Mitchell Creek Floodplain Mitigation

Request for Proposal

JULY 16, 2021

PREPARED FOR:

City of Glenwood Springs
Procurement Department
Attn: Ryan Muse
101 West 8th Street
Glenwood Spring, CO 81601

PREPARED BY:

The VERTEX Companies, Inc.
2420 W. 26th Avenue, Suite 100-D
Denver, CO 80211
PHONE 303.623.9116

Vertex Proposal No: P.3157.21

VERTEX®

July 16, 2021

City of Glenwood Springs
Procurement Department
Attn: Ryan Muse
101 West 8th Street
Glenwood Spring, CO 81601

Re: Request for Proposal 2021-22P
City of Glenwood Springs - Mitchell Creek Flood Plain

Dear Mr. Muse:

The Vertex Companies, Inc. (VERTEX), is pleased to submit our statement of interest to the City of Glenwood Springs (the City) for the currently advertised Request for **Proposal 2021-22P - Mitchell Creek Flood Plain**.

Founded in 1995, VERTEX is a North American AEC firm providing services in civil and structural engineering design, construction services, environmental, digital services and forensics that span the globe. VERTEX is experienced with a wide variety of public and private projects, and the firm's collective strength builds on a strong legacy, expanding the firm's service offerings and geographies to achieve a transformative engineering vision for the infrastructure needs of communities. Having completed over 6,100 projects in Colorado with nearly a dozen private sector projects in Glenwood Springs ranging from Design, Environmental Engineering and Construction, our commitment to the City of Glenwood Springs is strong, and we stand ready to demonstrate that we are an innovative organization with a practical, detailed, can-do philosophy that has built a reputation for providing reliable, efficient, attentive, and high-quality engineering, inspection and construction management services.

Our assembled team is one of well-known and highly respected firms. As prime consultant, VERTEX will provide project management; conceptual and final design; cost estimating; permit applications; construction oversight and quality control management. Our subconsultants include:

- High Country Engineering - Survey, SUE, Permitting
- Aware Engineering - Hydrologic & Hydraulic Quality Assurance / Quality Control
- Yeh & Associates – Geotechnical Engineering
- Newland Project Resources - Public Outreach and Information Services
- Stan Clauson Associates - Landscape Architecture
- Watershed Environmental Consultants - Wetland Permitting

THE VERTEX COMPANIES, INC.
2420 W. 26TH AVENUE, SUITE 100-D
DENVER, CO 80211
303.623.9116 | VERTEXENG.COM

I, Omeed Mollaian, PE, will serve as Project Principal and Jason Priddy will serve as Project Manager for this contract. I have served either as project director/manager or quality manager for design, construction and inspection projects for over 20 years, and Mr. Priddy has over 20 years of experience including Hydrology & Hydraulic Analysis, Floodplain Delineation, and a solid track record of success leading design efforts, construction projects, and manufacturing groups. He has a proven ability to analyze complex situations, develop strategies, and complete projects. I am confident that our experience with similar past projects coupled with efficient project management will result in outstanding deliverables for the City. He will serve as the Point of Contact for this contract and below is his information:

Jason Priddy, Project Manager
2420 W. 26th Avenue, Suite 100-D | Denver, CO 80211
303.623.9116 | jpriddy@vertexeng.com

As demonstrated in this qualifications package, our design and construction services staff have specialized skillsets that will ensure success in each infrastructure subject area. We are committed to delivering quality work on time and within budget, and I personally guarantee you our attentiveness, dedication, and availability to meet your needs for this contact.

VERTEX certifies that we have read through the Request for Proposal and Addenda 1 - 3 and that we meet the minimum criteria listed within. **VERTEX will commit its best team to this contract from our first meeting with you through the project's successful completion; this is a commitment that we do not take lightly as we are all a part of our employee-owned firm.**

Thank you for your consideration.

Sincerely,

VERTEX Companies, Inc.

Omeed Mollaian, P.E.
Vice President – Civil Engineering

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PROJECT APPROACH

SCOPE OF WORK

The VERTEX Team is pleased to be considered for this project. We have extensive background in the Glenwood Springs area and bring an abundance of previous information to begin this project. We are familiar with the standards and personnel within the City of Glenwood Springs (City) and anticipate providing the scope of services described below.

Pre-Design Assessment

1. Existing Conditions Mapping
   - We will field survey the existing features at the site. As stated in the RFP, topographic LiDar data is available through Colorado United States Geological Survey (USGS) and will be incorporated as appropriate. The information will be assembled to generate an existing conditions map of the site. We will establish survey project controls and locate property corners during the field survey of the project. Underground utility locations will be arranged with the Utility Notification Center of Colorado (UNCC) for the project. Features to be surveyed include existing topography, aboveground utilities, marked underground utilities, roadways, curb & gutter, sidewalks, structures, control points, property lines, and easements. Excavated potholes for utility locates will be subcontracted out as needed.

Figure 1 - Mitchell Creek Road Crossing

2. Right-of-Way Plan Preparation
   - We will research the recorded roadway right-of-way documents, easements, and control points to establish the right-of-way (ROW) limits of public roadways that are adjacent and cross Mitchell Creek.
   - It is anticipated that the City will acquire temporary and permanent easements for the Mitchell Creek area. The temporary easements will be for construction, grading and hardscape repairs. The permanent easements will be for permanent floodplain mitigation facilities. New easements to be acquired by the City will be shown on final Right-of-Way Plans, and easement exhibits will be provided for legal use.
   - It is understood that the City would prefer that all Mitchell Creek infrastructure be situated within the currently dedicated right-of-way or within City property and design efforts will be made to accomplish this.

3. Subsurface Utility Engineering Plan Preparation
   - The Utility Notification Center of Colorado (UNCC) will be contacted to arrange for the marking of existing underground utilities at the project site. The City will be responsible for locating water, sewer, and electric. We will perform Subsurface Utility Exploration (SUE) Quality Levels: B, C, and D utility mapping throughout the entire project limits. At locations where anticipated excavation depths are to exceed two (2) feet, we will still perform SUE Quality Level A, in accordance with Colorado Senate Bill 18-167.
   - Survey will be gathered for all locations of marked existing utilities and structures within the proposed work area, as well as survey of the excavated pot-hole locations to meet the necessary requirements. The SUE Plans will show existing utilities horizontally and vertically in relation to the proposed improvements. To the best of our ability and with the information obtained from the UNCC, potential utility conflicts along with required removals and relocations, will be identified on the SUE Utility Plans.
   - Utility pot-hole excavation services of underground utilities will be available as required.

4. Survey Control Plan Preparation
   - Control points will be established for the project and will be identified Survey Control Plans for construction.

Hydrology and Hydraulic Analysis

1. Existing Condition Analysis
   - Our Team will research all existing information on file with FEMA, as well as any updated information available from the City to develop an accurate hydraulic model of the existing Mitchel Creek watershed. Any updated hydrology information will also be incorporated into the hydraulic model. The hydraulic model will be used as a comparison basis for proposed improvements along the thalweg of the floodplain.

2. Proposed Floodplain Mitigation Analysis
   - We will draw on our experience of analyzing numerous river condition projects and to develop recommended grading and infrastructure improvements. The goal will be decreasing the floodplain width and improving the floodplain boundaries wherever possible and eliminating the overtopping conditions of any public roads. Our recommendations would be organized into several categories based on available construction budget, and we would work with the City on selecting the most cost-effective improvements. From our experience, site observations and preliminary investigations, we believe enhancements can be made to the floodplain to improve the situation that has affected numerous properties / neighborhoods from the FEMA 2018 map revision. \

Figure 2 - Mitchell Creek Road Crossing

3. Proposed Hydraulic Analysis
   - A Hydraulic analysis will be carried out incorporating all proposed improvements. This will be dynamic as feedback is received from the City, Community, and other Team member reports. Some of those steps include:
     - Analyze changes to the proposed flow paths and determine the new floodplain alignment.
     - Develop analysis locations and cross sections along the creek for the HEC-RAS modeling to confirm no rise conditions on existing structures and determine the floodplain boundary.
     - Create cross-section data files.
     - Develop a natural, existing, and proposed condition HAC-RAS hydraulic model of the 100-year period for the development area.
     - Analyze the hydraulic model and calculate proposed base flood elevations for the updated floodplain.
     - Adjust proposed grading as required to minimize floodplain impacts.
     - Determine ineffective flow areas in the floodplain mapping.
     - Connect the studied floodplain to the current unstudied boundaries (tie-ins).
     - Create a Drainage Report with the outcome of the model and recommendations.

Geotechnical Analysis

The project is likely to include stormwater drainage improvements and structural mitigation measures in the Mitchell Creek area. Our investigation would consist of borings drilled into the subsurface to evaluate soils and groundwater. Samples will be retrieved and tested for engineering characteristics and corrosion potential to assist in proposed construction.

- Perform UNCC one call utility locates and contract drilling services. We anticipate drilling will occur between the Preliminary Analysis and Selection of Mitigation Method(s) Phases of the project.
- Perform a field investigation including borings drilled to depths between 10 to 20 feet. We anticipate up to 2 days of drilling may be required depending on scope. The VERTEX team will log the borings and collect samples for testing.
- Provide laboratory testing to evaluate the engineering characteristics for pavement design and general construction. Sulfates, resistivity values, pH, and chloride ion chemical testing will be performed as well as soil classification testing for moisture, density, swell/collapse potential and classification of subsurface soils. Testing is anticipated to take approximately two weeks and will be performed in our local laboratory.
- Analyze the field data and laboratory test results and compile a preliminary geotechnical report for the project site. The report would include a summary of our findings, location map(s) of the site, boring logs, foundation recommendations, typical construction recommendations, corrosion and sulfate reactivity, and a geologic hazards summary. The preliminary report will be submitted for review.
- Based on selection of mitigation options, a final field investigation will be performed to confirm preliminary findings and recommendations. After completion of a final field investigation, laboratory testing and evaluation, a final report will be provided to the City for the 90% submissions. Report delivery is anticipated prior to Final Design Submittal in December of 2021.

Wetland Permitting

- To establish existing conditions and determine USACE permitting implications of any new floodplain mitigation improvements to Mitchell Creek, waters of the US will be identified and delineated as part of Project preliminary data collection.
- Tasks include the review and documentation of existing aquatic resources, including wetlands delineation in the field along both banks of Mitchell Creek in the Project Area. Wetlands marked in the field can be surveyed and incorporated by the Project Engineer and Surveyor as part of the mitigation analysis and selection of Preliminary floodplain improvements. A wetland delineation report will be prepared following USACE requirements (mapping provided by others).
- For Preliminary Design, review of identified mitigation strategies with the Project Engineer, the Landscape Architect, the City, and USACE personnel for a pre-application consultation.
- For Final Design, preparation and submittal of Pre-Construction Notification (PCN) to the USACE, with support from the Project Engineer and City staff.

Landscape Design

- The VERTEX Team will meet on site with representatives from the City to review the project area, develop an understanding of the floodplain issues, and formulate a plan for the landscape design and revegetation.
- Attend meeting with the City staff for the review of the drafted information and discuss the landscape design concept.
- Provide presentation materials for the City and community meetings.
- Preliminary Design (30% Plan Set)
  - Provide a landscape plan and revegetation plan to complement the preferred engineering design for mitigation.
  - Provide preliminary specifications for landscape and specialty hardscape areas.
  - Provide irrigation required to support new landscaping.
  - Supply drawings, specifications, and cost estimates for landscape and specialty hardscape to meet the requirements of RFP Section F.vi.
- Final Plans (90% Plan Set)
  - Provide a final Landscaping Plan and a final Revegetation Plan.
  - Provide final specifications for landscaping and specialty hardscapes.
  - Coordinate with the irrigation consultant for final irrigation design.
  - Participate in the estimate of probable construction and soft costs.
- Bid Documents (100% Plan Set)
  - Provide final landscape and revegetation plans for this plan set.

Public Outreach and Information Services

- VERTEX, along with City staff, would facilitate and organize a public presentation to local residents. The presentation would cover the preliminary design with the goal of gathering public feedback.
- VERTEX wil review and incorporate resident feedback into the preliminary design.
- VERTEX will attend the City Council meeting to present findings from the preliminary floodplain mitigation analysis.
- VERTEX would host neighborhood meeting to present findings of the study and design plans.

FEMA CLOMR Submittal Preparation

With the timeline of 90% plans in December 2021, it is anticipated that the CLOMR submittal package would be prepared and ready for an initial submittal to FEMA at that point.

- Generate a Preliminary Hydraulic Report supporting and presenting the full analysis to determine the associated Flood Insurance Rate Map (FIRM) updates.
- Generate a Final Hydraulic Report based on initial review comments from FEMA.
- Preparation of required presentation drawings, updated floodplain delineations, model outputs, and associated report.

Construction Administration

VERTEX can maintain a part-time or full-time on-site presence during the construction phases of the project, dependent upon the needs of the City. VERTEX's construction administrator will monitor construction to ensure compliance with contract plans and specifications, monitor time & materials work, and provide daily records and photographic documentation of the project. VERTEX's Onsite Clerk is present during all work performed by the contractor, and records progress in writing in the daily log and by daily photo-documentation. All logs and photo documentation are uploaded to VERTEX's project file. Notable incidents are relayed to the Owner and Designer the same day with a narrative via email. An internal VERTEX log (V-log) of special issues or topics that may affect budget and/or schedule is also generated. VERTEX's Onsite Clerk arranges periodic inspections to be performed by our specialized office staff during construction.

It should be noted that if the proposed design is not effectively analyzed and implemented by an experienced team, erosion problems will likely occur.

OVERALL APPROACH AND PHILOSOPHY

Our team has extensive experience in developing cost-effective, context-sensitive designs such as the Mitchell Creek Floodplain project.

By reducing the width of a floodplain via mitigation efforts, it will result in an increased velocity of water. This will lead to future erosion without stabilization of the banks. After modeling and assessing the hydraulic and scour conditions of the creek, our approach will be to enhance the ecosystem associated with the area and implement stabilization techniques that mimic the natural characteristics and tendencies of Mitchell Creek. This will promote biologic and aquatic life, as well as enhance river aesthetics. We may incorporate riprap in locations of high scour and erosion potentialities.

Through adversity comes opportunity. We will work with City Officials and Shareholders to analyze the floodplain, provide valuable mitigation solutions, and reconstruct a landscaped environment. The VERTEX team will leverage past experience to determine effective mitigation solutions, while respecting flow characteristics so that new problems do not occur.

Investigation of the existing culvert flow characteristics and capacity at road crossings will be a key component in formulating a design concept that will protect the banks of the river. Our team not only has expertise in stream restoration, but in bridge/culvert hydraulics as well. Understanding how the flows are interacting, as opposed to merely "stabilizing" the riverbank and overbank, is key to formulating an effective plan. VERTEX will also provide a scour analysis of the conditions at the inlet and outlet locations of the bridge/culvert (piers, curtain wall, etc.) to identify the level of scour at these locations. This is knowledge/experience that our team brings to the table that is absolutely imperative and should be considered in choosing the right consultant.

Our team's approach to a project with multiple values would be *holistic*. We would work toward a design that integrates manmade infrastructure into the natural characteristics and tendencies of the stream if possible. One goal will be the integration the overbank and other features into, or as a part of, the mitigation solutions. Nature does this inherently. Our approach will be to mimic nature. This design approach aids in addressing the multiple project values of river health and function, ecological impacts, and aesthetics.

METHODOLOGY

Approach

1. On-site observation, geomorphology analysis, and bed & bank sampling.
2. Analysis of collected samples.
3. Analyze river characteristics using Pemberton/Lara (Bureau of Reclamation) Degradation, Local Scour publication, Chow's Open Channel Hydraulics, and current stream restoration practices which mimic natural state of the Mitchell Creek. This effort will establish the foundation of the current effective condition.
4. Once a foundation is established, we will analyze different mitigation options. This will include managing known flow regimes associated with normal high-water lines, possible widening of the channel, bank fill/modification, bank protection, revised 100-year floodplain boundary, as well as other structural options.
5. Community outreach.
6. Work with the City to come to a consensus and incorporate their vision for this reach of the creek while doing so within constraints of NFIP/FEMA.
7. Begin concept design with involvement or awareness given to all parties that could be potentially affected or involved with permitting – FEMA, USACE, CWCB, City of Glenwood Springs, and the community.
8. Prepare the CLOMR submittal.

Quality Control/Quality Assurance

To achieve the highest quality, we perform above and beyond people, industry standards, beginning with our people.

We seek the best personnel to provide deliverables that are done correctly the first time. Th is approach starts with assigning a Quality Assurance (QA) Manager whose sole responsibility is to verify that our quality process is adhered to during the entire project.

Omeed Mollaian, PE, will serve in this role, performing impromptu quality audits as a means to check compliance. He will track this project, making sure our project manager, project engineers, and Quality Control (QC) reviewers are following the proper process and using the appropriate manuals, standards, checklists, and guidelines for their reviews. Mr. Mollaian has designed and/or managed dozens of bridge hydraulics and riverine design projects in the span of his career. He will coordinate his efforts and audit findings with our Project Manager, as Mr. Priddy will be responsible for verifying that all work, including any work of our subconsultants, meets the City of Glenwood Springs's standard of quality before the product is submitted.

Quality is ingrained in our personnel at all levels. We utilize many methods to check our work, including independent quality control, peer reviews, checklists, and compliancy checkers, to name a few. In addition, our plan markups require our team to highlight every item on every page, exceeding industry standards. Discipline-specific leads will verify that project plans, calculations, and other project documents meet the high level of quality expected by the City of Glenwood Springs. Our general QC process, which is performed for all deliverables including plans, reports, calculations, etc., is as follows:

Originator performs self-check using internal VERTEX QC checklists, CADD compliancy, or other tools.

1. Front Checker reviews Originator's documents and provides comments.
2. Originator addresses comments and makes corrections.
3. Originator submits check sets to Independent Peer Reviewer.
4. Originator works with those reviewers to make necessary corrections.
5. Back Checker performs review. Originator makes final checks and prints final sets.
6. All QC sets and final set are sent to project manager and QA manager for final review prior to submitting to the City.

CHALLENGES AND PROBLEMS

Every FEMA submittal can have challenges. Being familiar with the ever-changing rules and regulations associated with floodplain work is vitally important. Our Team contains members that focus on floodplain projects exclusively and we are confident in our ability to navigate any issues that arise in the process.

The limiting challenges we foresee to reduce the floodplain width would be two: available land/open space, and budget. The amount of available land around the stream will control the possible channel width, and available construction budget will steer infrastructure improvement options. Other design challenges that we will work around could be:

- Unstable soil along the channel bank
- Large trees that need to be retained and protected
- Underground utilities and easements that impart area limitations
- Improving existing infrastructure will increase water velocity and could cause new issues downstream if not mitigated
- Always a chance we end up with a challenging reviewer for the CLOMR submittal

The VERTEX Team has dealt with all of these issues before, and each will be addressed through communication, experience, and top-notch engineering.

GOALS AND SOLUTIONS

The final goals of the project would be determined through collaboration between the VERTEX Team and the Town. Ideally, the floodplain would be contained within a narrow channel and never over top a road. This is not always feasible based on budget and available land constraints. Our Team would design a tiered solution based on a cost analysis of the improvements.

Tier 1 - For the open channel areas, the width of the stream bed would be analyzed. Widening the channel at the elevation of the stream bed will generally reduce the overall width of the floodplain.

Tier 2 - In specific problem areas, it is often possible to design in "lagoon" areas adjacent the stream that will only contain water in a major storm event. This can pull in adjacent floodplain sections. The developed areas can be used as space for public amenities within the confines of FEMA floodway/floodplain regulations.

Tier 3 - Generally, the most costly improvements are related to infrastructure (bridges and culverts). All of the existing structures (i.e. culverts, bridges) would be analyzed and discussed with the Town. Based on these discussions it would be determined if all, or only some, of the structures would be modified to adjust flow elevations, minimize velocities, and mitigate existing or potential scour. If there are critical facility access routes (police, fire stations, hospitals) that need to cross the stream in the area of the project, overtopping is generally not allowed and would also influence these decisions.

QUALIFICATIONS

Floodplain Modeling Hydrologic, Ecologic, Political Issues

VERTEX and AWARE have teamed together multiple times on floodplain evaluation projects. Floodplain permitting and mapping is one of our top areas of expertise having prepared and submitted dozens of Conditional Letters of Map Revision (CLOMR) applications, Letters of Map Revision (LOMR) applications, and Letters of

VERTEX has assembled a Team with significant experience in all the required aspects of this project. We are confident we can effectively deliver a superior product based on our past experience.

Map Amendment (LOMA) requests to FEMA. **We maintain a FEMA approval record of 100%,** including zone changes and the removal of properties from the 100-year floodplain and regulatory floodway.

There are many stakeholders involved in a water resource project. Our team has the breadth of experience to address questions, mediate competing agendas, and come up with effective solutions to complex problems. Our team's skill set covers Hydrological, Hydraulic, Landscape Design, Trail Design, Geomorphic, Ecological, Bank Stabilization, and Revegetation disciplines with experience doing so across Colorado.

Collaboration

A design project can frequently have multiple solutions that effectively solve the problem at hand. The same process of evaluating design solutions proposed within a team would need to be employed when working with multiple teams. Our team leaders are experienced and diplomatic. We do not foresee any issues working with a competitor firm on this project and have experience navigating that process. The decision process would be based on an evaluation of effectiveness of achieving the design goals, cost of construction, complexity of the construction process, and timeline to complete to project.

Demonstrated Experience

With a strong foundation of applicable experience, the VERTEX team has numerous examples of analyzing river characteristics. From Scour, Froude Analysis, Erosion Studies, and Undercutting, the VERTEX team can identify the problem and formulate solutions. The sampling of similar past projects follows later in this proposal.

Background

VERTEX is an AEC consulting firm specializing in civil design, water resources, environmental engineering, transportation design and planning, Bridge/Structural Design, water/wastewater facilities design, inspection services, and construction management. We have over 600 professionals companywide that includes civil engineers, transportation engineers, structural engineers, construction managers, and environmental professionals. Our diverse pool of talent allows us to build the right team for you, committing qualified professionals to every phase of your project.

Jason Priddy, our proposed Project Manager, has worked with numerous municipalities in the US on similar contracts and provides a strong basis technically and in management. We understand the needs and requirements of the City including processes, permitting, technical assistance, and personnel which lend to the completion of successful projects. Our Project Director, Omeed Mollaian, has completed dozens of bridge and river hydraulic modelling, and scour analysis all over the world and has over 25 years of experience in hydrology and hydraulics.

Under VERTEX's Civil service lines, we provide the following technical background and expertise:

- Floodplain Analysis
- Hydrology and Hydraulics

- Detention facilities, open channel, floodplain management and permitting
- Erosion protection design and NPDES requirements
- Design of water and wastewater facilities
- Environmental studies, surveys and clearance reports
- Bridge/Building Structural Design
- Transportation design and planning
- Review and approval of shop drawings
- Roadway design including intersection and interchange layouts
- Storm sewer design
- Sanitary sewer design
- Utility coordination
- Analysis of VE proposals
- Analysis of construction phasing false work, shoring, and methods statements
- CPM schedules (Microsoft Project and/or Primavera)
- Construction Management
- Construction Inspection services

Jason Priddy, our Project Manager, will be the primary point of contact and will be responsible for assigning task leads, allocating resources, client and public interface. He has proven his aptitude in this role in his past projects across the country. VERTEX has developed a specific process for contracting, as well as task order development and review. We competently deliver cover letters, scopes, PCWs, APP forms, personnel additions, amendments, extensions, fund liquidation requests, fiscal year-end estimates, and requests for the addition of firms and vendors to the contract. Timely and accurate paperwork from us streamlines the process and means less work (and rework) for you and your staff.

Capacity

Looking ahead to the City of Glenwood Springs contract, our team has the available capacity and expertise to provide our high level of responsiveness. Our team in 2021 alone has over 20,000 hours available to dedicate to delivering your project. Of equal importance, our team has availability to perform tasks immediately and competently.

VERTEX has a sufficient amount of qualified engineering staff available to assign to this project to reach successful completion. Because projects can be dynamic, VERTEX is fully prepared to fast-track the schedule if the need arises. Should events occur that necessitate additional personnel requirements, we are fortunate enough to have the flexibility to assign such personnel from our nationwide offices. Due to our advanced IT architecture, bringing in additional resources will not add cost to the project, nor will it hinder production. Our extended team and subconsultants have the capabilities to work seamlessly and efficiently within the framework of our state-of-the-art server network by utilizing IP and smart phones, video conferencing, and fully integrated mobile software, hardware, and network sharing. Our depth of staff safeguards the fact that our current workload will not interfere with our team's ability to complete work for the City of Glenwood Springs in the timeframe required.

COMMUNICATIONS PLAN

Effective client/project team communication is essential to managing and performing any project. VERTEX has found that the most effective and efficient communication strategy leverages the Project Manager as the official project communication conduit between the client and the project teams. As such, Jason Priddy has been selected as the Project Manager for this contract. Mr. Priddy will be supported by the previously identified team of professionals and pre-qualified subconsultants with expertise in various aspects of the scope of work. Weekly meetings will be held with the team to discuss project issues, budgets, schedule and status. Jason will communicate regularly with the City and at milestone events to ensure timely updates are provided. From the Contract award stage, VERTEX will coordinate the contract administration with the Purchasing Department and the City's Project Manager. All communication from scheduling the kick-off meeting to delivering the final conceptual drawings will be between VERTEX and the City's Project Manager and/or technical and public outreach staff. The timeline of communication with the City's PM and staff is as follows:

- Contract Award / Kick off Phase (1 week)
- Task 1 - Preliminary Mitigation Analysis (3 weeks)
- Task 2 - Preliminary Design 30% (10 weeks)
- Task 3 - Final Design 90% (8 weeks)
- Task 4 - FEMA CLOMR (29 weeks)
- Task 5 - Bid Documents 100% (3 weeks)
- Task 6 - Construction Admin / Bid Support (52 weeks)

VERTEX believes that communication procedures must be established and agreed upon with the City of Glenwood Springs upfront prior to the start of the work activities. Depending on the sensitivity of site information, regulatory requirements and legal considerations, communication methods and standards may differ for each program or project.

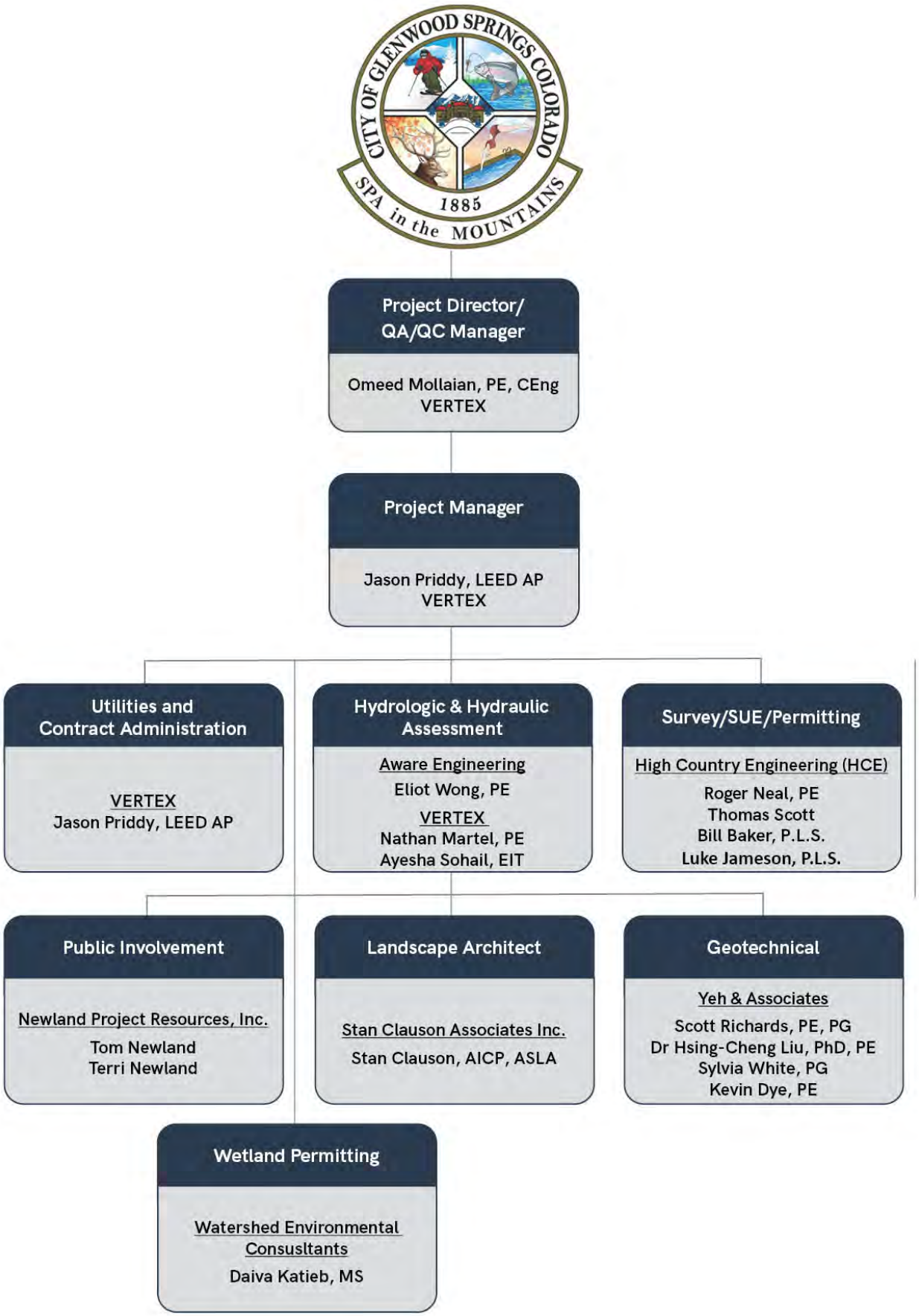
Typically, VERTEX will meet with the City of Glenwood Springs at the start of the project to discuss the City's objectives for project communication, the hierarchy of communication, and the City's Standard Communication Policies and Procedures.

VERTEX will develop a communication and document control procedures that will detail the responsibilities and lines of communication among all Project participants (Association, Designer, Contractor, Subcontractors and other consultants, vendors or suppliers) and will establish the procedure for correspondence, document control, and contractor submittal logs, change order reporting and other tracking logs, as needed.

TECHNICAL EXPERTISE

VERTEX has assembled the following team of highly qualified professionals to meet the needs of the City of Glenwood Springs. Resumes for most personnel below can be found in Appendix A.

Personal	Work Discipline	Firm
Omeed Mollaian, P.E.	Project Principal & Q Manager	VERTEX
Jason Priddy, LEED AP	Project Manager	VERTEX
Nate Martel, P.E.	Hydrology/Hydraulics	VERTEX
Ayesha Sohail, EIT	Drainage Design	VERTEX
Eliot Wong, P.E.	Hydraulic and Flood Evaluation	Aware
Roger Neal, P.E.	Surveying/SUE/Permitting	High Country Engineering
Tom Scott, P.E.	Surveying/SUE/Permitting	High Country Engineering
Bill Baker, P.L.S.	Surveying/SUE/Permitting	High Country Engineering
Luke Jameson, P.L.S.	Surveying/SUE/Permitting	High Country Engineering
Scott W. Richards, P.E., P.G.	Geotechnical Engineering	Yeh & Associates
Dr. Hsing-Cheng Liu, Ph.D., P.	Geotechnical Engineering	Yeh & Associates
Sylvia White, P.G.	Geotechnical Engineering	Yeh & Associates
Kevin Dye, P.E.	Geotechnical Engineering	Yeh & Associates
Tom Newland	Planning & Permitting	Newland Project Resources, Inc.
Terri Newland	Planning & Permitting	Newland Project Resources, Inc.
Stan Clauson	Landscape Architect	Stan Clauson Architects, Inc.
Daiva Katieb, MS	Wetland Permitting	Watershed Environmental Consultants


CITY OF GLENWOOD SPRINGS COLORADO
1885
SPA in the MOUNTAINS
Project Director/ QA/QC Manager
Omeed Mollaian, PE, CEng
VERTEX
Project Manager
Jason Priddy, LEED AP
VERTEX
Utilities and Contract Administration
VERTEX
Jason Priddy, LEED AP
Hydrologic & Hydraulic Assessment
Aware Engineering
Eliot Wong, PE
VERTEX
Nathan Martel, PE
Ayesha Sohail, EIT
Survey/SUE/Permitting
High Country Engineering (HCE)
Roger Neal, PE
Thomas Scott
Bill Baker, P.L.S.
Luke Jameson, P.L.S.
Public Involvement
Newland Project Resources, Inc.
Tom Newland
Terri Newland
Landscape Architect
Stan Clauson Associates Inc.
Stan Clauson, AICP, ASLA
Geotechnical
Yeh & Associates
Scott Richards, PE, PG
Dr Hsing-Cheng Liu, PhD, PE
Sylvia White, PG
Kevin Dye, PE
Wetland Permitting
Watershed Environmental Consusltants
Daiva Katieb, MS

Brief Resumes of Key Personnel

Omeed Michael Mollaian, P.E., CEng | Project Principal and QA Manager (CO P.E. #57421)
Omeed is an accomplished professional with 20+ years of experience in Civil, Drainage, and Roadway design engineering and construction project management. He is skilled in hydrology/hydraulics, earthworks, program management, contract administration, tender interview & presentation, office management and business development. Omeed is skilled in managing projects from start to finish, developing strategic plans and control structures for projects, and ensuring successful completion within time and under budget. He has designed / conducted **over 50 hydrology and hydraulic analysis projects** ranging from bridge hydraulic modelling and scour analysis, to riverine improvements and re-alignment studies to drainage area studies for DOT's, large scale airports, and local agencies all over the world.

Jason Priddy, LEED AP | Project Manager
Jason has over 20 years of experience and a solid track record of success leading civil design efforts, construction projects, and manufacturing groups. He has a proven ability to analyze complex situations, develop strategies, and complete projects. Jason has a strong background in business, project management, civil and mechanical design, as well as architecture.

Nathan Martel, P.E. | Drainage Design (CO P.E. #50073)
Mr. Martel has over 11 years of experience in Civil Land Development and Construction Management. Mr. Martel is an experienced drainage engineer with experience in hydraulics and hydrology. He has provided comprehensive Civil Land Development Services on a multitude of projects including, grading, drainage, and utility design, in addition to erosion control, due diligence, jurisdictional coordination, entitlements, construction observation, and project management.

Ayesha Sohail, EIT | Drainage Design
Ms. Sohail has over 6 years of experience in Civil Land Development and Site Development. Ms. Sohail is an experienced drainage engineer with experience in hydraulics and hydrology. She has provided comprehensive Civil Land/Site Development services on a multitude of projects including, grading, drainage, utility design, erosion control, due diligence, jurisdictional coordination, construction administration, and project management.

Eliot Wong, P.E. (CO P.E. #48402) | Hydrologic and Hydraulic Assessment, Aware Engineering
Principal Engineer, Eliot Wong, started the firm in April 2018. He is a licensed Professional Engineer with over 15 years of consulting experience. He has worked on nearly forty drainage and/or flooding and/or construction defect lawsuits, either as the lead technical engineer or as the expert witness. Eliot speaks annually at multiple industry conferences and provides educational outreach engineering students as well as the community, presenting on topics such as detention design, stormwater design and permit compliance,

maintenance of stormwater facilities, flooding and flood mitigation, and more. His expertise is realized through a broad range of projects such as lead instructor for CDOT's Transportation Erosion Control Supervisor (TESC) Certification 2-day class to lead hydraulics engineer on the massive flood control channel built in Manitou Springs. He is a member of the team currently rewriting Volume 3 Chapter 4 of MHFD's design criteria manual.

Roger Neal, P.E. (CO P.E. #P29975) | Survey/SUE/Permitting | High Country Engineering
Roger received a B.S. degree in Civil Engineering from the Colorado School of Mines in 1988 with a minor in environmental engineering and is a Registered Professional Engineer in the State of Colorado. Roger joined HCE in 1994 and became an owner in 1998. His experience includes five years in Wyoming working on a variety of projects, including county road improvements, state highway projects, construction management, and mine land reclamation. Since 1994, Roger has been working in the Roaring Fork Valley. His experience in the area includes project management and design for municipal improvement projects, public schools, commercial sites, private developments, as well as construction management on a majority of these projects. Roger brings great knowledge and experience in the entire process from the land planning stage to completion of the construction of a job; including coordinating with the various governing entities and obtaining all required approvals and permits.

Thomas Scott | Survey/SUE/Permitting | High Country Engineering
Mr. Scott received a B.S. degree in Civil Engineering from the University of Colorado in 2001. He is a Registered Professional Engineer in the State of Colorado. Mr. Scott has experience working on a variety of projects encompassing all aspects of civil design, land surveying, and construction management. Mr. Scott has extensive experience in highway construction and was involved in the construction of bridges and tunnels at the Glenwood Canyon Interstate I-70 project. Mr. Scott also has experience in storm drainage, floodplain analysis and river restoration, as well as analysis, design and construction of water and sewer systems.

Bill Baker, P.L.S. | Survey/SUE/Permitting | High Country Engineering
Mr. Baker is a registered Professional Land Surveyor and BLM Certified Cadastral Surveyor in Colorado. He attended Metropolitan State College, University of Colorado, Colorado School of Mines and Community College of Denver Red Rocks Campus, along with the BLM Course Study for his Certified Federal Surveyor license. Mr. Baker has over thirty-five years of experience working on a variety of projects covering all aspects of Land Surveying throughout Colorado. Mr. Baker's work responsibilities include administrating the daily operations and coordination of the field and office personnel within the surveying department. He performs property and title research, cost estimating and proposals, preparation of legal descriptions, exhibits, monument reports, boundary resolution and computations, deed title research and AutoCAD drafting of survey maps. Mr. Baker is also responsible charge for all land surveying documents.

Luke Jameson, P.L.S. | Survey/SUE/Permitting | High Country Engineering
Mr. Jameson is a Professional Land Surveyor registered with the State of Colorado. He has attended Metropolitan State College and the University of Oklahoma and has 24 years of experience surveying in Colorado's Roaring Fork Valley. Mr. Jameson has extensive experience in construction related surveying and title research as well as boundary and mineral surveying. In addition, Mr. Jameson is certified by the Federal Aviation Administration for the operation of unmanned aerial vehicles and is experienced in using these platforms for data collection. Mr. Jameson is also an instructor of Land Surveying Ethics at Western Colorado Community College.

Scott W. Richards, P.E., P.G. (CO P.E. #45426) | Geotechnical Engineering | Yeh & Associates, Inc.
Scott has been involved in Western Colorado geotechnical work since 2002 and excels in geohazards and subsurface analysis. He would be the point of contact for Yeh and Associates for this project.

Dr. Hsing-Cheng Liu, PhD, P.E. (CO P.E. #30955) | Geotechnical Engineering | Yeh & Associates, Inc.
Dr. Liu has 33 years of experience in geotechnical engineering. He facilitates reviews on outgoing reports and acts as quality assurance for the engineering design and recommendations.

Sylvia White, P.G. | Geotechnical Engineering | Yeh & Associates, Inc.
Sylvia has 20 years of experience in Western Colorado as a geologist and scientist for a variety of government, commercial and residential projects. She will be an important asset in identifying the geology and evaluating subsurface conditions.

Kevin Dye, P.E. (CO P.E. #57139) | Geotechnical Engineering| Yeh & Associates, Inc.
Kevin is native to the Western Slope and has worked in several aspects of a variety of engineering projects including field investigations, engineering assessment of subsurface samples and information, and foundation designs for bridges and commercial structures. He will provide the necessary site investigation, drafting, and initial recommendations and report preparation for the project.

Tom Newland |Planning & Permitting | Newland Project Resources, Inc.
Tom has more than 25 years of public and private sector experience. He has a hands-on management approach to projects and has obtained land use approvals and development permits, managed infrastructure projects, and acted as Owners Representative for private and public property owners in western Colorado. He has also provided public involvement and public information management for transportation projects of local and regional significance. Tom is very familiar working with local codes, standards and specifications, state regulations and federal procedures. He also has proven negotiation

and facilitation skills and provides the personal contact needed to incorporate citizen, elected official and stakeholder input to the process.

Terri Newland |Planning & Permitting | Newland Project Resources, Inc.
Terri has worked in public and private sector administration for the past 25 years. Her skill set includes organizing, prioritizing and multi-tasking and generally getting things done. Terri's people skills are exceptional; she has years of experience managing properties and projects.

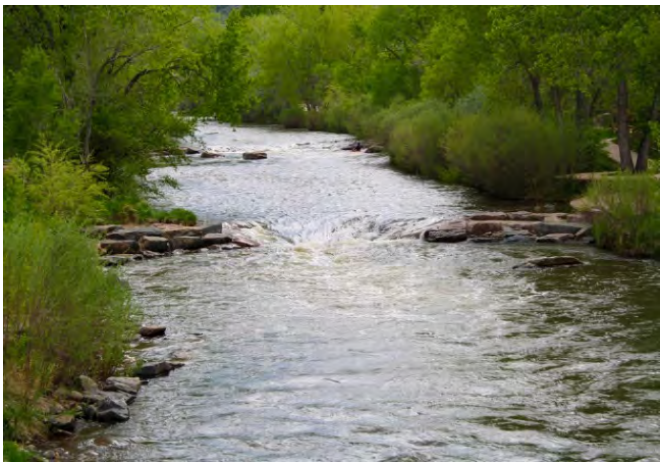
Stan Clauson, AICP, ASLA | Landscape Architect | Stan Clauson Architects, Inc.
Stan Clauson Associates, Inc. is a full-service planning and landscape design firm with considerable experience assisting public agencies. Our work includes site design and landscape materials selection, public participation process, graphic rendering of plans for public information, and adapting engineering and design solutions to meet community goals.

Daiva Katieb, MS | Wetland Permitting | Watershed Environmental Consultants
Daiva has over 25 years of experience in rane management, western ecology and wetlands science. She is a professional wetland scientist and founded Watershed Environmental Consultants, Inc. (WEC) in 1999. Services include watershed level assessment, wetland delineation, permitting, design and oversight of constructed wetlands, sensitive species evaluation, habitat assessment including stream surveys, stream restoration design and construction, stormwater management projects, local, state and federal permitting and habitat monitoring.

PROJECT EXPERIENCE AND REFERENCES

VERTEX and Aware Engineering

Clear Creek Floodplain Analysis, Adams County, Colorado



VERTEX and Aware were retained to evaluate current floodplain conditions, identify benefits from a current FEMA FHAD update in process, and propose grading/infrastructure opportunities to further reduce the extents of the floodplain. Clear Creek runs adjacent to the properties and the associated floodplain spans a large portion of the surrounding area. This effort was successfully done for three connected properties with competing goals. It has resulted in a **CLOMR** project currently underway for two of the parcels where they will receive a significant increase in developable area.
Contact: Dave Dornbos 303.550.0095

Winsome Subdivision, El Paso County, Colorado

VERTEX was retained to provide civil development plans for an 800-acre subdivision. The project contained floodplain and wetlands tributary to West Kiowa Creek that ran through the property. VERTEX teamed with Aware to produce full hydrology and hydraulic analysis for the area that was previously unstudied to support a **CLOMR** we submitted. The project also included a trail system that ran through the open space portions of the site. This project is currently under construction.

Contact: Charlie Williams 719.476.0800

Marcy Gulch - Slope Stabilization Design

Aware was retained to help mitigate further loss of a property due to head cutting. Aware is providing consultation on conveyance that ultimately discharges collected stormwater to Marcy Gulch. Meeting the Mile High Flood District's criteria for design, but using materials procured at a lower cost than the reinforced concrete typically used in constructing outlet structures, are enabling us to provide a true cost-efficient solution while also maintaining compliance with local criteria. The design allows for full spectrum detention which, coupled with slope stabilization measures, will regulate outflows, and help to reduce some of the factors present when headcutting occurs.

Big Dry Creek - Big Dry Creek Master Drainage Plan

Aware performed hydraulic modeling to determine the extent of the 100-year floodplain and floodway along the southern reach of Big Dry Creek in Adams County and Weld County, Colorado. This project was part of a major drainageway planning project for the Urban Drainage and Flood Control District to determine the existing special flood hazard area and a proposed special flood hazard area based on proposed improvements in the contributing drainage area.

Selection of other floodplain projects VERTEX and Aware have consulted or teamed on:

Cherry Hills Village **CLOMR** (multiple)	Little Dry Creek	Cherry Hills Village
Big Dry Creek Master Drainage Plan	Big Dry Creek	Adams and Weld County
River's Edge Nature Area	Big Thompson River	Loveland, Colorado
Everland Campground **CLOMR**	Bear Creek	Sedalia, Colorado
Fiore **CLOMR**	Clear Creek	Adams County, Colorado
JFW **CLOMR**	Clear Creek	Adams County, Colorado
Poudre River Head Cutting Mitigation **CLOMR**	Poudre River	Greeley, Colorado

High Country Engineering

City of Glenwood Springs - Atkinson Trail Bridge - Roaring Fork River Crossing

High Country Engineering, Inc., as sub-consultant, performed surveying and engineering hydraulic analysis services for the trail bridge situated above the Roaring Fork River and below the Sunlight Bridge. Survey work performed by HCE included topographic surveying of the Roaring Fork River corridor, and identification of needed trail rights-of-way parcels. Design of the project began in 2007, and construction was completed in 2011.

HCE prepared a hydraulic model of the river and the proposed bridge piers using Hydrologic Engineering Corp River Analysis software (HEC-RAS) to quantify changes to the base flood elevation of the river. HCE prepared an application, on behalf of the City, to request a Conditional Letter of Map Revision for the project. The Federal Emergency Management Agency reviewed the application and approved the requested **CLOMR** for the pedestrian bridge in 2010.
Contact: City of Glenwood, Springs Public Works Head, (970) 384-6409

Yeh & Associates

Platte over Sand Creek Bridge and Retaining Wall, 2017-2018

Yeh performed a geotechnical engineering evaluation for the replacement of bridges on Platte Avenue over Sand Creek in Colorado Springs. The report made geotechnical and engineering recommendations for the design of bridge replacements and associated retaining wall and approaches. Recommendations included installation of a perforated drain to be installed at the base of the walls, sloped to provide positive gravity drainage outside the retaining wall area.
Contact: Tammy Heffron, 303-764-1520

Monument Branch Channel Restoration Geotechnical Study, 2018, 2019

Yeh performed subsurface exploration and provided geotechnical engineering services to improve the channel in an undeveloped area on the United States Air Force Academy property along I-25 in northern Colorado Springs. Our study evaluated the subsurface conditions along the creek and provided geotechnical engineering parameters to be used in design and construction of the creek channel improvements. Channel improvements will include grading (cut and fill) the side slopes and channel bottom, and installation of three drop structures to improve the flow control in the creek channel. The drop structures will be constructed with driven sheet pile cut off walls, reinforced concrete wall caps, and grouted riprap.
Contact: Aaron Sutherlin, PE, 719.575.0100

E Road Corridor Project, Grand Junction, CO, 2018

Yeh engineers teamed with River City Consultants for Mesa County to provide geotechnical engineering services for the E Road Corridor project in Grand Junction. The project includes a pavement study and bridge design recommendations and a corrosion study for utility installation.
Contact: Ivan Geer, 970-241-4722

Stan Clauson Associates

Nottingham Park Preliminary Site Plan for Avon Master Plan

Stan Clauson Associates was hired by the Town of Avon to master plan three Town owned sites involving five significant functions of the community: town hall, an outdoor performing arts venue, Police, Public Works, and affordable housing. The project, which was completed within a very condensed time frame, involved performing public outreach and regularly presenting findings to the City Council. Having analyzed a complex set of permutations of potential uses, SCA was able to provide a concise recommendation to the Town for the five Town functions which was utilized in determining financial implications of the various proposed alternatives. The final report was completed on time and on budget and was well received by the Town of Avon.

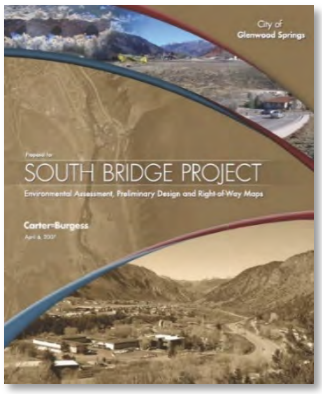
ADA Ramp Aspen, Colorado

This project evolved from a contract with the City of Aspen to provide enhanced ADA accessibility at a number of sidewalk locations. This particular location involved a sidewalk on steep slopes where steps had been installed preventing accessibility. In order to provide a more favorable gradient and eliminate the steps it was determined that a bulb-out into the street would offer the best design alternative. The eight-foot bulb-out provides protection for parallel parking spaces on the adjacent streets and allows a more gentle ramping of the sidewalk. The bulb-out presented an opportunity for the inclusion of a rain garden that will treat stormwater before it enters the City stormwater system. The project is currently being constructed by the City of Aspen.

Newland Project Resources, Inc.

South Bridge Environmental Assessment

NPRI worked to conduct the Public Outreach and Project Information Management aspects of the federally funded South Bridge Environmental Assessment (EA). This project lasted from 2004 to 2007. NPRI developed and implemented a Public Involvement Program (PIP) specifically for this project. The PIP identifies and structures the involvement of all affected entities in the community – neighborhood groups, business organizations, interested individuals and other special interests.



Grand Avenue Bridge Environmental Assessment

NPRI also worked as a sub consultant to conduct the Public Outreach and Project Information Management aspects of the CDOT funded Grande Avenue Bridge Environmental Assessment (EA). The rehabilitation or replacement of the bridge had serious impacts on the downtown core and historic districts in Glenwood Springs. NPRI was responsible for developing and implementing a Public Involvement Program (PIP) for the project. The PIP identifies and structures the involvement of all affected entities in the community – neighborhood groups, business organizations, commercial and residential property owners, businesses, interested individuals and other special interests. It also defines and schedules effective participation and communication techniques to insure that interested stakeholders become engaged early on and remain active through the duration of the project.

Once planning and approvals for the project were complete, CDOT hired NPRI as Public Information Manager for the construction project. This work consisted of providing regular and continuous public information services throughout the duration of the project. Final approval of approach and collateral will be given by the Engineer with review by Regional Communications Manager. Communications issues on this project included public information line/communications; photos/videos of the project; media relations; lane closure reports; project fliers; and general information about the project for members of the public that inquire.

Public Information Management Services

NPRI has been hired as a sub-consultant to construction contractors to provide comprehensive public information management services for several CDOT highway construction projects. Services provided by NPRI included development and implementation of a Public Information Plan (PIP); ongoing public information management duties; staffing of the local public information office; conduct and document public meetings regarding the project; prepare and disseminate press releases and flyers; develop weekly newspaper ads; set up and maintain a project web page; coordinate with local businesses; respond to, coordinate and resolve complaints; and Coordinate the Access Control Plan with Affected Citizens. These services have been provided for the following projects:

I-70B RECONSTRUCTION PROJECT

MONTHLY PROJECT UPDATE

CONSTRUCTION ON I-70B PROJECT TO RESTART MONDAY, FEB. 7TH, 2011

After a temporary suspension of work for the holiday season, work on the I-70b Reconstruction Project will resume next week. The project area is between 24 Road and 24½ Road on Highway 6 & 50.

Work will begin by shifting all traffic to the north side of the road. The old asphalt will be removed on the south side and replaced with concrete. The south frontage road will also be graded and paved. This finished project will include the placement of sidewalks, lighting and landscaping along both sides of the highway.

- ACCESS TO ALL BUSINESSES, MALLS AND SHOPPING CENTERS WILL REMAIN OPEN DURING THIS FINAL STAGE OF CONSTRUCTION;
- 2 thru-traffic lanes will be open on the new concrete surface along the north side of the highway;
- There will be turn lanes in place for all of the major intersections in the project area. This includes the three entrances to the Mesa Mall, 24½ Road, and 24½ Road.
- Work scheduled to take 6 to 10 weeks but is weather dependent.

QUESTIONS? Contact Tom Newland, Public Information Manager
Project Hotline: 970-773-3457
Email:

THANK YOU FOR GOING SLOW FOR THE CONE ZONE

Glenwood Springs Grand Avenue Paving Project (GAPP), Phases 1 And 2 (2005 – 2010)
1-70 Exit 116 Interchange Improvement Project (2010)
I-70b Reconstruction Project, Grand Junction (2009, 2010)
I-70 Glenwood Canyon Paving Project
State Highway 82 Castle Creek Bridge Rehabilitation Project
Aspen Signal Interconnection Project

VERTEX Team Experience with Floodplain Administrators

Our team has worked with **Floodplain Administrators across Colorado** and the country. Our team's experience in river hydraulics would be evident with any Floodplain Administrator, and we are confident in our ability to have constructive and efficient dialogue. Recent projects in Colorado where we have worked directly with Floodplain Administrators include:

Summit County - Robert Jacobs
Town of Silverthorne - Daniel Gietzen
City and County of Broomfield - Rebecca Baker
City of Cherry Hills Village -Brian Valentine
Mile High Flood Control District - Former FP Managers: Bill DeGroot, David Mallory, Terri Fead

Other past floodplain projects in Colorado where submissions have been made to the Floodplain Administrator include:

City of Colorado Springs
City of Fort Collins
Mesa County
El Paso County
Jefferson County
Town of Edgewater
Town of Winter Park
Town of Breckenridge

And other floodplain projects outside of Colorado have taken place in:

City of Sioux Falls, SD
Sedgwick County, KS
Fort Bend County, TX

SUBCONTRACTORS / PARTNERS

For this proposal, VERTEX has assembled a strong team that is skilled in Hydrologic and Hydraulic Assessment, Floodplain Modeling, Drainage Design, Landscape Design, Geotechnical Engineering, Public Outreach, SUE, Survey and Permitting. Members of the VERTEX team have experience working together and are prepared to deliver effective solutions on the Mitchell Creek Floodplain project. Our team includes:

Surveying/SUE/Permit

High Country Engineering (HCE)
1517 Blake Avenue, Suite 101
Gleenwood Springs, CO 81601

High Country Engineering, Inc. (HCE) is a professional engineering firm established in 1985 in Glenwood Springs, Colorado, which offers civil engineering, consulting, land surveying, planning, and construction administration services. The firm's qualified staff of 20 talented professionals includes 4 registered professional engineers, 2 engineering interns, 2 engineering/surveying CAD technician, 2 professional land surveyors, and 3 field survey crews. Our firm's professional engineers and land surveyors are registered in the State of Colorado.

Hydrologic and Hydraulic QA & QC

Aware Engineering
900 Forest Street, Denver, CO 80220
303 908-0619

Advanced **WA**ter **R**esources **E**ngineering, LLC (AWARE) is a water resources engineering firm that provides consultation and design relative to stormwater, urban drainage, flood control, stormwater design, floodplain management, permit compliance, FEMA floodplains and permitting, and expert

testimony on drainage and flooding litigation matters. Principal Engineer, Eliot Wong, started the firm in April 2018. He is a licensed Professional Engineer with over 15 years of consulting experience, and he has worked on projects in Colorado, Washington, Arizona, Nevada, Kansas, Nebraska, Missouri, South Dakota, Texas, Illinois, and New York, as well as in Peru. He has worked on nearly 40 drainage and/or flooding and/or construction defect lawsuits, either as the lead technical engineer or as the expert witness.

AWARE has extensive experience with FEMA floodplain permitting and mapping. FEMA floodplain permitting and mapping is one of our top areas of expertise, having prepared and submitted to FEMA dozens of Conditional Letter of Map Revision (CLOMR) applications, Letter of Map Revision (LOMR) applications, and Letter of Map Amendment (LOMA) requests to FEMA. We maintain a FEMA approval record of 100%, including zone changes and the removal of properties from the 100-year floodplain and regulatory floodway. This means that the City of Glenwood Springs is apprised up front of the risks and benefits, as well as an appropriate degree of confidence, related to a potential investment in changes or revision to FEMA floodplain mapping.

CLOMRs and LOMRs can be costly, both monetarily and timewise, and whether it pertains to an existing single-family home, proposed residential development, a commercial park, or the entire reach of a river or stream, AWARE is available to assess the options with efficiency. Our floodplain engineers have worked with FEMA's MT-1 and MT-2 contractors for several years, which fosters efficiency during the review process. We proudly boast that we have submitted CLOMRs that were approved with no comments, i.e., no request for additional data.

Geotechnical Engineering

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

YEH & Associates, Inc.
1525 Blake Avenue
Glenwood Springs, CO 81601

Yeh and Associates, Inc. is a full-service geotechnical engineering and construction management firm based in Colorado and established in 1999. Our extensive professional geotechnical engineering experience includes traditional investigation services, geologic hazard evaluation, and geotechnical evaluation supporting the planning, permitting, design and construction of several types commercial and infrastructure projects. We have extensive experience performing investigations to provide recommendations for roadways, bridges, and commercial developments including structure foundations, pavement designs, with subsequent construction quality assurance/quality control (QA/QC) materials testing and special inspections services.

Currently, the firm employs 150 professionals with considerable experience in the fields of geology, hydrogeology, geophysics, engineering geology, geotechnical, civil, and structural engineering, material testing, construction management and environmental fields. Yeh and Associates is a certified Disadvantaged Business Enterprise (DBE) for construction services and is capable of handling projects of all sizes and complexity. Yeh offices are located in Grand Junction, Denver, Colorado Springs, Greeley, Glenwood Springs and Durango in Colorado, and Grover Beach and Ventura in California.

Planning and Permitting

Newland Project Resources, Inc. (NPRI)
417 Original Road
Basalt, CO 81621

Newland Project Resources, Inc. (NPRI) provides a variety of services to address your project needs. Founded in 2001, we have served hundreds of clients. Using professional experience and expertise, NPRI provides land use planning and consulting, information management, project management/owners representative, permit expedition, and recreation/transportation planning services to our clients. NPRI has effectively implemented numerous development projects, land use plans and public participation processes that have been both timely and cost effective. NPRI is familiar working with government entities, citizens and stakeholders and has proven negotiation and facilitation skills.

Landscape Architecture

Stan Clauson Associates Inc.
400 W. Main Street, Suite 203
Aspen, CO 81611

Stan Clauson Associates (SCA) was established in Aspen in 1998 to provide professional planning and design services and, since its inception, the firm has been involved in public sector projects as well as providing support to private clients and the development community. Our work involves responsible and sustainable design and planning in resort and small community environments. We enjoy working closely with community groups and elected officials to craft compelling strategies to turn a vision into reality. Our work in urban planning and design places great importance on providing site sensitive design that benefits from the right kinds of accessibility from all forms of transportation, respects the importance of the pedestrian and the bicyclist in a resort community, and provides a beautiful and walkable environment for residents to call home.

The individual members of Stan Clauson Associates come from a variety of backgrounds and contribute to the planning process in their own unique ways. Our multidisciplinary knowledge helps us communicate efficiently with all consultants active in the planning process. Our firm has been selected as one of a group of consultants to provide services to the Colorado Department of Local Affairs Community and Main Street Program. We have a long history of Main Street program involvement and are excited about developing streetscape and street design details the fully reflect community values. Additionally, staff has recently completed the Water Efficiency Landscaping Standards program course and is mindful bringing environmental conservation into our design efforts.

Wetland Permitting

Watershed Environmental Consultants
PO Box 3722
Eagle, CO 81631

Watershed Environmental Consultants has over 25 years of experience in environmental science and western ecology, practicing in the Rocky Mountain region since 1995.

Daiva Miselis, MS, Ecologist and Professional Wetland Scientist, will provide all necessary wetlands delineation, permitting and coordination with the Project Engineer, Town and other property owners as necessary to successfully obtain U.S. Army Corps permits for the project.

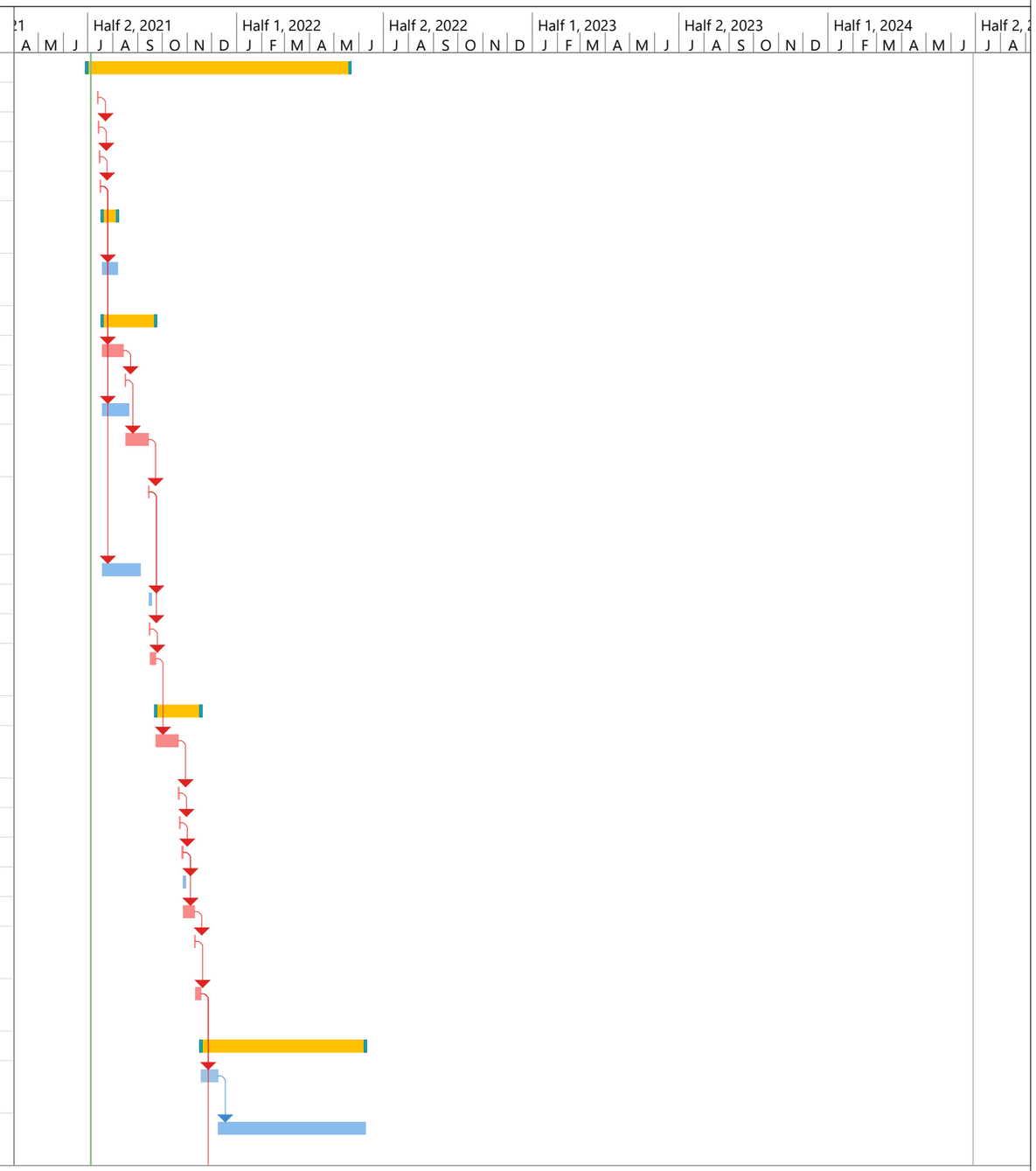
PRICE PROPOSAL

Firm	Fee	Hours
VERTEX	$ 59,300	400
High Country	$ 44,200	330
Aware Engineering	$ 7,200	50
Yeh and Associates, Inc.	$ 41,200	300
Newland Project Resources, Inc.	$ 6,800	30
Stan Clauson Associates Inc.	$ 25,750	160
Watershed Environmental Consultants	$ 18,300	130
	$ 202,750	1,400

	VERTEX		High Country		Aware Engineering		Yeh and Associates		Newland Project Resources		Stan Clauson Associates		Watershed Environmental Consultants	
A. Preliminary HEC RAS Floodplain Mitigation Analysis	70	$ 10,150			30	$ 4,200			10	$ 2,000	30	$ 5,000	80	$ 10,800
B. FEMA CLOMR submission, review and approval	40	$ 5,800			20	$ 2,800								
C. Preliminary Design (30% Plan Set)	40	$ 5,800									65	$ 10,000	20	$ 2,500
i. Survey.	6	$ 870	60	$ 7,800										
ii. Subsurface Utility Engineering.	8	$ 1,160	50	$ 6,500										
iii. Design Plans, specifications, and opinion of probable cost.	40	$ 5,800												
iv. Geotechnical Investigation.	8	$ 1,160					200	$ 25,000						
D. Final Plans (90% Plan Set)	60	$ 8,700									30	$ 5,000	30	$ 4,500
i. Survey.	4	$ 580	60	$ 7,800										
ii. Subsurface Utility Engineering.	4	$ 580	50	$ 6,500										
iii. Design Plans, specifications, and opinion of probable cost.	12	$ 1,740												
iv. Approximate construction schedule and/or phasing schedule	8	$ 1,160												
v. Geotechnical Investigation.	6	$ 870					100	$ 15,000						
E. Presentation to the Neighborhood	8	$ 1,160							13	$ 2,600	15	$ 2,500		
F. Presentation to City Council	8	$ 1,160							10	$ 2,000	5	$ 500		
G. Bid Documents (100% Plan Set)	35	$ 5,075	110	$ 14,300							5	$ 500		
i. Design Plans, specifications, and opinion of probable cost.	12	$ 1,740									10	$ 1,500		
H. Bid Support/Construction Administration	40	$ 5,800												
TOTAL	400	$ 59,305	330	$ 42,900	50	$ 7,000	300	$ 40,000	30	$ 6,600	160	$ 25,000	130	$ 17,800
Admin Fee 3%				$ 1,287		$ 210		$ 1,200		$ 198		$ 750		$ 534
Net		$ 59,305		$ 44,187		$ 7,210		$ 41,200		$ 6,798		$ 25,750		$ 18,334
18300	18300	18300	18300	18300	18300	18300	18300	18300	18300	18300	18300	18300	18300	18300

2021-22P Glenwood Springs - Mitchell Creek Flood Plain Schedule

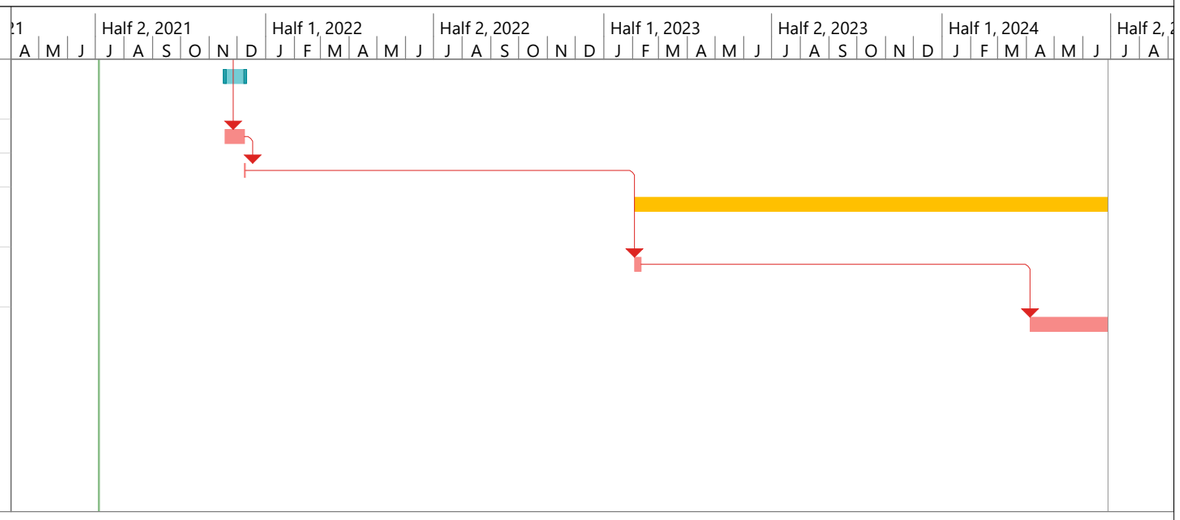
ID	Task Mode	Task Name	Duration	Start	Finish	Predecessors
1		**DESIGN ANALYSIS**	233 days	Wed 6/30/21	Fri 5/20/22	
2		Contract Award	1 day	Tue 7/13/21	Tue 7/13/21	
3		Notice to Proceed	1 day	Wed 7/14/21	Wed 7/14/21	2
4		Project Kick off with City	1 day	Thu 7/15/21	Thu 7/15/21	3
5		Build Schedule & Site Walk	1 day	Fri 7/16/21	Fri 7/16/21	4
6		**TASK 1 - Preliminary Floodplain Mitigation Analysis**	15 days	Mon 7/19/21	Fri 8/6/21	
7		Preliminary Floodplain mitigation analysis	15 days	Mon 7/19/21	Fri 8/6/21	5
8		**TASK 2 - Preliminary Design (30%)**	48 days	Mon 7/19/21	Wed 9/22/21	
9		Survey existing conditions	20 days	Mon 7/19/21	Fri 8/13/21	5
10		Convert survey files	1 day	Mon 8/16/21	Mon 8/16/21	9
11		SUE	25 days	Mon 7/19/21	Fri 8/20/21	5
12		Preliminary Design (PS&E including drianage, erosion & grading)	20 days	Tue 8/17/21	Mon 9/13/21	10
13		Meeting with City to discuss prefered Mitigation Method Option	1 day	Tue 9/14/21	Tue 9/14/21	12
14		Geotechnical assessment	35 days	Mon 7/19/21	Fri 9/3/21	5
15		Preliminary Drainage Report	3 days	Wed 9/15/21	Fri 9/17/21	13
16		Preliminary Design submission	1 day	**Wed 9/15/21**	Wed 9/15/21	13
17		Preliminary Design review & comments by the City	5 days	Thu 9/16/21	Wed 9/22/21	16
18		**TASK 3-Final Design (90%)**	40 days	Thu 9/23/21	Wed 11/17/21	
19		Final Design (PS&E including greading, drainage, erosion)	20 days	Thu 9/23/21	Wed 10/20/21	17
20		Meeting with City	1 day	Thu 10/21/21	Thu 10/21/21	19
21		Meeting with the Neighborhood	1 day	Fri 10/22/21	Fri 10/22/21	20
22		Meeting with City / City Council	2 days	Mon 10/25/21	Tue 10/26/21	21
23		Final Drainage Report	3 days	Wed 10/27/21	Fri 10/29/21	22
24		Geotechnical Report	10 days	Wed 10/27/21	Tue 11/9/21	22
25		Final Design, Drainage Report & Geotechnical Report submission	1 day	**Wed 11/10/21**	Wed 11/10/21	24
26		Final Design review & comments by the City review	5 days	Thu 11/11/21	Wed 11/17/21	25
27		**TASK 4 - FEMA CLOMR**	145 days	Thu 11/18/21	Wed 6/8/22	
28		FEMA CLOMR Application & Submission	15 days	Thu 11/18/21	Wed 12/8/21	26
29		FEMA CLOMR Review and Approval (6 month estimate)	130 days	Thu 12/9/21	Wed 6/8/22	28



Project: Glenwood Springs Mitc
Date: Mon 7/5/21

Task	Inactive Task	Manual Summary Rollup	External Milestone	Manual Progress
Split	Inactive Milestone	Manual Summary	Deadline	
Milestone	Inactive Summary	Start-only	Critical	
Summary	Manual Task	Finish-only	Critical Split	
Project Summary	Duration-only	External Tasks	Progress	

ID		Task Mode	Task Name	Duration	Start	Finish	Predecessors
30			**TASK 5 - Bid Documents (100% Plan Set)**	16 days	Thu 11/18/21	Thu 12/9/21	
31			Bid Documents (PS&E)	15 days	Thu 11/18/21	Wed 12/8/21	26
32			Bid Documents submission	1 day	Thu 12/9/21	Thu 12/9/21	31
33			**TASK 6 - Construction Administration / Bid Support**	365 days	Fri 2/3/23	Thu 6/27/24	
34			Assist City in Bid process and write Addenda as required	5 days	Fri 2/3/23	Thu 2/9/23	32FS+300 days
35			Construction Administration including submittal review, design changes, change orders, shop drawings review, contractor queries, constrcution meetings and provide clarifcation on contract documents	60 days	Fri 4/5/24	Thu 6/27/24	34FS+300 days



Project: Glenwood Springs Mitc
Date: Mon 7/5/21

Task		Inactive Task		Manual Summary Rollup		External Milestone		Manual Progress	
Split		Inactive Milestone		Manual Summary		Deadline			
Milestone		Inactive Summary		Start-only		Critical			
Summary		Manual Task		Finish-only		Critical Split			
Project Summary		Duration-only		External Tasks		Progress			

Expertise

Transportation (Design Build, DBB)
Pavement Structural Design
Bridge Hydraulics Design
Water / Wastewater and Desalinization
Environmental Impact Assessment
Structural Assessment Management
Project Planning
Proposal & Bid Documentation
Asset & Resource Management
Municipal Roadway Design
Hydrology / Hydraulics
Wet / Dry Fire Design
Pump Design
Program Management
Stakeholder Engagement
Risk Analysis & Mitigation
Storm/Sanitary Sewer Design
Sustainable Urban Drainage
Multimodal (ADA/Bike) Design
Health & Safety Compliance
MOE & Fire Safety
Construction Scheduling
Financial Planning & Analysis
Cross-Team Collaboration
Remediation & Construction Management
Construction Management
Remedial Design & Feasibility Studies
Quality Assurance/Quality Control
Civil Engineering
Civil/Structural
Transportation Engineering - Highway & roadway Design including Interchange & Roundabout Design
Hydrology and Hydraulics & Bridge Hydraulics

Omeed Mollaian, PE | Vice President, Civil Engineering

EMAIL omollaian@vertexeng.com | **PHONE** 303.623.9116

BIOGRAPHY

Mr. Mollaian is an accomplished professional with 20+ years of experience in Civil, Roadway and Drainage design engineering, construction and project management. He is skilled in roadway design geometrics (i.e., interstates, interchanges and roundabouts), hydrology/hydraulics, site design, earthworks, program management, contract administration, office management, and business development. Mr. Mollaian is skilled in managing projects from start to finish, developing strategic plans and control structures for projects, and ensuring successful completion within time and under budget. Omeed has lived / worked in 7 countries around the world with Professional Engineering licenses from 4 countries (US, UK, Macau, HK). He and his wife have visited 32 countries and have three children.

EDUCATION/TRAINING

B.S., Civil Engineering, University of Oklahoma 1994

LICENSES/CERTIFICATIONS

Professional Engineer (PE) – Civil, State of AZ, CO, MT, OK, UT, WY
Chartered Engineer-CEng

SPECIAL TRAINING

AutoCAD, MicroStation, InRoads, StormCad, AutoSprink, FireCad, WaterCad, HydroCad, HEC RAS, HEC II, SketchUp, REVIT (BIM), Pakpave, Staad Pro, MS Projects, and Primavera

RELEVANT EXPERIENCE

Ancillary and Minor Inspections (Various Regions) | Colorado Department of Transportation

Inspections of Minor Culverts (Nonqualifying NBI Structures), Overhead and ground-mounted signs, light poles, and HMLT (High Mast Light Towers) for CDOT in all regions.

On/Off System Routine Bridge Inspections Statewide | Wyoming Department of Transportation

QA/QC, budget oversight, PM scheduling, and attending client meetings.

SH-17 Bridge and Approaches over Beaver Creek | Comache County Oklahoma Department of Transportation

Mr. Mollaian designed the approaches for the project, which was approximately 1 mile overall in length. Mr. Mollaian also carried out the bridge hydraulic analysis for the new bridge over Beaver Creek.

South Morgan Road (SW 29th & SW 44th Street) Roadway and Utility Improvements | Oklahoma City, OK

Roadway design including traffic, utilities, waterline, sanitary drainage, detention pond, bridge, sidewalk, and ADA facilities for two miles of roadway, which contained addition of 30” water main and detention pond to greenfield rates to enhance impervious areas for road and adjacent school.

May Avenue 44” Waterline Replacement | Oklahoma City, OK

The City of Oklahoma City upsized and relocated one mile of the existing 30-in. water main to 44-in. due to the upsurge of development in the north part of the City and to convey water to Lake Hefner reservoir. As project manager, Mr. Mollaian’s responsibilities included closed system hydraulic

design, retaining wall and culvert headwall design, and services relocation coordination with power, telephone, gas companies, particularly for the relocation of a 12- in. medium pressure gas line.

NW 192nd Street and Bridge Widening | Oklahoma City, OK

Served as Project Manager and roadway designer for the roadway and utility design to widen Northwest 192nd Street 500 ft. west of Pennsylvania Ave. and 1.5 miles to the east city limits. The project included extensive storm sewer design and involved improving two intersections at N. Pennsylvania Ave & N. Western Ave & widening of the Chisholm Creek bridge.

Dept. of Human Service & Dept. of Health Facilities Site Civils Project | Ada, OK

Mr. Mollaian served as discipline lead for the design and project management of the two new buildings, highway entry modifications, parking facilities, façade and curtain wall, retaining wall, pump station, and detention pond for the new governmental facilities for the State of Oklahoma. Additionally, a closed fire loop was designed to local fire standards with approval from the local fire department.

Drainage Area Study, Leeds | Bradford Airport, Yorkshire, England

Mr. Mollaian was lead engineer for the drainage area study of the Leeds Bradford Airport in Yorkshire, England. His level of Responsibility included producing the Design Report recommending the extent of repairs to drainage infrastructure, mitigation measures, drainage modifications, Plans, Specifications, and Estimates, and Airport Construction Management and Observation, liaising with the client and contractor.

Oklahoma City Downtown Streetscapes Phase 1 and Phase 4 | Oklahoma City, OK

OKC Project 180 Streetscape project involves the replacement and beautification of all streets in downtown OKC in which Mr. Mollaian was the Project Manager and designer. The project involves the reconfiguration of streets, public and private utilities, and ADA sidewalks and ramps. MacArthur Associated Consultant's section was Reno between Dewey and EK Gaylord, Hudson-Sheridan to E. 2nd Harvey-Reno to 2nd Robinson-Sheridan to S. 2nd, and EK Gaylord-Sheridan to Reno.

Drainage Cloverleaf Creek (52nd& Hamilton) Drainage Study | Oklahoma City, OK

Mr. Mollaian was the Project Engineer in the open channel design of Cloverleaf Creek, a channel that was modified in a concrete channel to reduce high velocities and prevent flooding in adjacent housing along the creek's 1-mile stretch. Upgrades to the 36" waterline and 8" sanitary sewer were designed also.

Highlights

Real Estate Development
Construction Management Experience Nationwide
Project Management
Hydrology Investigation and Modeling
Client Relationship Management
Design Engineering
Site and Civil Engineering Design/Project Management
Architectural Design

Expertise

Construction Management
Owner's Representation
Civil Engineering
Architecture
Litigation Support & Expert Testimony (Construction)
Construction Claim Analysis & Prep
LEED Assessment & Certification
Tenant Improvement
Civil/Structural
Mechanical
Construction Project Consulting, General
Feasibility Studies
Green Building
Electrical Wiring Install/Repair/Upgrades
Surety
Litigation Support & Expert Testimony (Civil Engineering)
Construction Monitoring
Schedule & Impact Analysis

Jason Priddy | Project Engineer

EMAIL jpriddy@vertexeng.com | **PHONE** 303.623.9116

BIOGRAPHY

Mr. Priddy is a Project Engineer at VERTEX with over 20 years of experience and a solid track record of success leading design efforts, construction projects, and manufacturing groups. He has a proven ability to analyze complex situations, develop strategies, and complete projects. Mr. Priddy has a strong background in business and project management, as well as architecture and mechanical design.

EDUCATION/TRAINING

M.S., Masters of Architectural Design, University of Colorado 2005
, Project Management Excellence Workshop, University of Colorado 1998
B.S., Bachelors Industrial Engineering, Colorado State University 1994

LICENSES/CERTIFICATIONS

LEED Accredited Professional (LEED AP), State of CO
OSHA 10, State of CO

ASSOCIATIONS

ASFPM - Association of State Floodplain Managers

RELEVANT EXPERIENCE

Civil Engineering | Bridge Hydraulics Projects

- SH-3 Roadway and Bridge Improvements over Yashao Creek, McCurtain County, Oklahoma Department of Transportation
- Frisco Road Bridge Replacement, The City of Oklahoma City, OK
- SH3 over Unnamed Creek, Bridge Replacement, Blaine County, Oklahoma Department of Transportation
- SH48 over Coon and unnamed Creeks, Bridge Replacment, Coal County, Oklahoma Department of Transportation
- US-77 over Owl Creek, Garvin County, ODOT
- SH-19 over Washita River, Garvin County, ODOT
- SH-52 over Coon Creek, Coal County, ODOT

Civil Engineering | Drainage

- South Morgan Road between SW 29th and SW 44th Street Roadway Improvements, Oklahoma City, OK
- Roadway Improvements at 7th and Duncan, 19th and Walnut and Monroe Street (3 locations), City of Stillwater, OK
- Cloverleaf Drainage Improvements, The City of Oklahoma City, OK

Civil Engineering | Greeley Outdoor Storage, Greeley, Colorado

Project Engineer for the full Civil Engineering design of a 14-acre outdoor storage project. The Greeley Outdoor Storage project included the storage space site layout (boats, RV's, and trailers), Grading design, internal Road Development, Right-of-Way Improvements, and Stormwater Facility

Design. Hydrologic and hydraulic analysis was conducted to support the storm water facility development. A major challenge on this project was designing stormwater facilities within an existing floodplain that required a design using retention versus detention.

Civil Engineering | Winsome Subdivision, El Paso County, Colorado

Project Manager for the full Civil Engineering design of an 800-acre residential subdivision. The Winsome subdivision was comprised of 143 large rural residential lots ranging in size from 2.5 – 7 acres each. The project also had an extensive open space and train system. My efforts included Grading design of the project area, 2.5-miles of Road Development, Road Widening & Turn Lane Design of the existing adjacent roads, and Storm Water Facilities. Extensive Hydrologic and Hydraulic modeling was performed to evaluate storm water flow across the site and to support the storm water management design. An analysis was performed to evaluate an upstream Dam Risk Failure impact. Further floodplain analysis was performed to evaluate the unstudied FEMA Floodplain with CLOMR/LOMR submissions.

Civil Engineering | Wagons West Subdivision, Monument, Colorado

Project Engineer for the full Civil Engineering design of a 35-acre subdivision. The Wagons West subdivision was comprised of 131 duplex and townhome lots. My efforts included the Grading design for the site, the internal Road Development, access Road Widening & Turn Lane Design, Stormwater Conveyance and Detention Facility Design, Sanitary Sewer System design, and Water System plans. Hydrologic and hydraulic analysis was conducted to support the storm water facility development.

Project Manager | Real Architecture, Denver, Colorado

Mr. Priddy was the lead project manager for commercial architectural transportation projects.

Project Director | SBA Architecture, Inc., San Francisco, California

Mr. Priddy was the lead project manager for commercial architectural transportation projects.

Senior Engineer | Ionics Instruments, Inc., Boulder, Colorado

Mr. Priddy was the senior manufacturing engineer who oversaw the production of precision instrumentation measuring ultra-high water purity. Responsible for all technical issues, process development, and cost reduction on a $16 million product line. Developed manufacturing strategies for new products addressing production, calibration, and inventory control.

Consulting | JP Enterprises, Denver, Colorado

Mr. Priddy started a consulting operation for small business startups and operations, where he focused on project management coaching: task management, critical path identification, and task delegation, and financial management coaching: accounting system organization, cash flow tracking, and P&L management.

Construction/Project Management | Design Works, Multiple Locations

Mr. Priddy owned and operated a speculative development company working in San Francisco and Denver. Had responsibility for project selection, architectural design, and general contracting of all work. Residential project management of real estate projects in excess of $1 million and licensed general contractor.

Expertise

Construction Defect
Construction Management
Catastrophe Claim
Civil Engineering
Construction Claim Analysis & Prep
Construction Estimating
Construction Health & Safety
Cost to Complete Studies
Feasibility Studies
Project Relets & Bidding
Schedule & Impact Analysis
Construction Due Diligence
Property Condition Assessments
Surety
Damages
Design Plans
Professional Liability Claim
Property Claim - Commercial

Nathan Martel, PE | Project Manager - Drainage

EMAIL nmartel@vertexeng.com | **PHONE** 303.455.8988

BIOGRAPHY

Mr. Martel has over 11 years of experience in Civil Land Development and Construction Management. Mr. Martel has provided comprehensive Civil Land Development Services on a multitude of projects including, grading, drainage, and utility design, in addition to erosion control, due diligence, jurisdictional coordination, entitlements, construction observation, and project management. Additionally, Mr. Martel has provided Civil Forensics support for projects that have included construction defects, cost to complete, standard of care, insurance claims, and surety claims.

EDUCATION/TRAINING

B.S., Civil Engineering, Santa Clara University 2005

LICENSES/CERTIFICATIONS

Professional Engineer (PE) – Civil, State of CO
OSHA 10-Hour
Engineer Intern, State of CO
Engineer-In-Training, State of CA
LEED Accredited Professional

SPECIAL TRAINING

AutoCAD
Civil3D
Spanish Language
OSHA 10-Hour
Property Condition Assessments

RELEVANT EXPERIENCE

Transportation | Rail Yard, Golden, CO

Provided layout and approvals for the addition of 1,500LF of new track at a private rail service yard from BNSF approval through project close out for the $0.8M 2.1-acre new rail spur at a private rail service yard.

Multi-Family Residential | High-Rise Apartment Building, Denver, CO

Provided site planning and full land development services including drainage analysis, underground detention vault design, utility design, street improvements, and site permitting.

Municipal | Carla Madison Recreation Center, Denver, CO

Provided site grading, drainage and water quality design, street improvement design, and permit coordination for new $44M recreation center.

Senior Living | Wind Crest, Highlands Ranch, CO

Provided site planning, grading, and drainage design as well as site permitting for 22-acre senior housing complex.

Education | Colorado State University Exercise Science Teaching Facility - Fort Collins, CO

Provided site planning in addition to full land development services from construction phase through project closeout for the $4.3M 0.84-acre Colorado State University Health and Exercise Science Teaching Facility in Fort Collins, Colorado.

Site Improvement | St. Francis of Assisi church parking expansion, Longmont, CO

Provided site planning in addition to full land development services from construction phase through project close out for the $0.8M 0.57-acre project.

Industrial | Cold Storage Facility, Commerce City, CO

Provided grading, drainage, and utility design as well as site permitting for a 12-acre cold storage facility site.

Multi-Family Residential | Ledges at the Promenade, Castle Rock, CO

Provided grading, drainage, and sanitary sewer design as well as construction administration services for a 13-acre multi-family residential site.

Multi-Family Residential | Boulevard One Apartments, Denver, CO

Provided grading, drainage, and street improvement design for an 8-acre multi-family residential site in the Boulevard One master-planned development.

Multi-Family Residential | Holly Park Apartments, Commerce City, CO

Provided site planning, grading, drainage, and utility design for the redevelopment of an existing 9-acre residential complex.

Multi-Family Residential | AMLI Littleton Village Apartments, Littleton, CO

Provided grading, drainage, and utility design for an 8-acre multi-family residential site in the Littleton Village master-planned development.

Education | Kennedy Middle School, Natick, MA

Provided site planning and full engineering services including drainage and utility design, grading, and permit coordination for a 1000-student middle school on a 35-acre site.

Education | B.M.C. Durfee High School, Fall River, MA

Provided site Planning and full engineering services including drainage and utility design, and permit coordination for a 2,570-student high school on a 60-acre site.

Commercial | Amgen Biopharmaceutical Manufacturing

Drainage analysis and environmental permitting for an addition to existing manufacturing facility.

Expertise

Civil Engineering
Land Development
Civil Forensic Services
Feasibility Studies
Construction Estimating

Ayesha Sohail, EIT | Design Engineer

EMAIL asohail@vertexeng.com | **PHONE** 303.623.9116

BIOGRAPHY

Ms. Sohail has over 6 years of experience in Civil Land Development and Site Development. Ms. Sohail has provided comprehensive Civil Land/Site Development services on a multitude of projects including, grading, drainage, utility design, erosion control, due diligence, jurisdictional coordination, construction administration, and project management. Additionally, she is a versatile member of the Civil Engineering Department at Vertex and began providing support for Civil Forensic Services in 2020.

EDUCATION/TRAINING

M.S., Civil Engineering, University of Colorado - Boulder 2020
B.S., Civil Engineering, University of Houston 2015

LICENSES/CERTIFICATIONS

Engineer In Training (EIT), State of CO
OSHA 10, State of CO

RELEVANT EXPERIENCE

Pond Outlet Control Structure Details and Construction Document Preparation | Winsome Subdivision

Design Engineer for the Civil Engineering design of an 800-acre residential subdivision. The Winsome subdivision was comprised of 143 large rural residential lots ranging in size from 2.5 – 7 acres each. The project also had an extensive open space and train system. My efforts included pond outlet control structure detail design and construction documentation preparation. Extensive Hydrologic and Hydraulic modeling was performed to evaluate stormwater flow across the site and to support the stormwater management design. An analysis was performed to evaluate an upstream Dam Risk Failure impact. Further floodplain analysis was performed to evaluate the unstudied FEMA Floodplain with CLOMR/LOMR submissions.

Private Land Development | Green Valley Ranch East, Denver, CO

Provided land development services including coordination with the City of Aurora, plan coordination, lot and street layouts, drainage, and utility design, and erosion control for a 107 Lot (45 acres) and 255 lot (52 acres) site.

Governmental Services | Aurora First Creek Interceptor

Conducted a feasibility study for the City of Aurora by providing multiple options for routing a future sanitary force main approximately 10 miles.

Private Site Development | CDN Solterra, Lakewood, CO

Provided preliminary site development services including lot and street layouts, grading, drainage, detention pond design and utility design for a 130 acre site located on a site with significant elevation variations.

Federal Site Development | Tinker Air Force Base (AFB), Oklahoma City, OK

Provided land development services, plan coordination, drainage, and utility design for an AFB.

Education/Site Development | B.M.C. Durfee High School, Fall River, MA

Provided site planning and full engineering services including drainage and utility design for a 2,570-student high school on a 60-acre site.

ELIOT J. WONG, PE – PRINCIPAL ENGINEER/OWNER
Advanced **WA**ter **R**esources **E**ngineering | AWARE, LLC
900 Forest Street Denver 80220 | 303.908.0619
ewong@aware-engineering.com

PRESENT

Principal Engineer and Founder of AWARE, LLC, a water resources-based engineering consulting firm specializing in a broad range of engineering consulting and design services including Hydrology & Hydraulics, H&H Modeling, Stormwater Management, Stormwater Infrastructure Design, Urban Drainage, Drainage and Flooding All Aspects, Forensic Engineering, Flood Risk Management, Local, State, Federal Water Quality Permitting, FEMA Permitting, CLOMRs/LOMRs, NPDES/CDPS Permitting, MS4 Compliance, Sampling & Monitoring, Erosion & Sediment Control, Underground Treatment & Detention, Dam Safety, Permit Compliance, Mud & Debris Flow, Slope Stabilization, and Expert Testimony.

AREAS OF EXPERTISE

- Drainage and Flooding Forensics
- Stormwater Management
- Stormwater Infrastructure Design
- Stormwater Quality and Quantity
- Stormwater BMP/Controls Design
- Stormwater Detention and Treatment
- Erosion and Sediment Control
- Channel Stability
- Urban and Mountain Drainage Design
- Hydraulics
- Hydrology
- H&H Modeling
- Flood Control
- Flood Risk Management
- Floodplain Design
- FEMA Floodplain Permitting
- NPDES/CDPS Permitting
- MS4 Compliance
- Water Quality Sampling and Monitoring

MEMBERSHIPS · CERTIFICATIONS · ACCOLADES

Registered Professional Engineer · Colorado #48402
Contech Engineered Solutions Stormwater Consultant of the Year · 2016
Member Colorado Association of Stormwater and Floodplain Managers (CASFM)
Member Association of State Floodplain Managers (ASFPM)
Member American Society of Civil Engineers (ASCE)
Member Environmental Water Resources Institute (EWRI)
Member Tau Alpha Pi Honor Society
Tau Alpha Pi Vice President · 2006
Vice President's Honor Roll
American Public Works Association (APWA) Jim Murray Scholarship
American Society of Civil Engineers (ASCE) Student of the Year · 2005
ASCE Student Chapter Secretary · 2005-2006

SEMINARS, PRESENTATIONS AND CONFERENCES

Presented or instructed at seminars and conferences offered by: Urban Drainage and Flood Control District (UDFCD), Urban Watershed Research Institute (UWRI), Colorado Association of Stormwater and Floodplain Managers (CASFM), Association of State Floodplain Managers (ASFPM), American Society of Civil Engineers (ASCE), University of Colorado at Boulder (CU Boulder), American Society of Landscape Architects (ASLA), National Association of Real Estate Appraisers (NAREA), Colorado Department of Transportation (CDOT), and Environmental & Water Resources Institute (EWRI).

Presented to, or provided consultation to, the following governments: Colorado Department of Transportation, City and County of Denver, Arvada, Aurora, Lakewood, Wheat Ridge, Westminster, Winter Park, Steamboat Springs, Fort Collins, Cherry Hills Village, Boulder, Douglas County, Arapahoe County, Summit County, Salt Lake City, UT, Boise, ID.

Presentation/Instruction subject matter included:

- Temporary and Permanent Stormwater Best Management Practices
- Traditional and Proprietary Stormwater Quality Treatment and Detention
- NPDES Permitting
- MS4 Permitting and Compliance
- Colorado Stormwater Discharge During Construction Activities Permitting
- SWMP Management and Administration
- Colorado Oil & Gas Conservation Commission Stormwater Rules and Regulations
- Floodplain Modeling and Analysis
- Local and FEMA Floodplain Permitting
- Construction Dewatering Permitting
- Stormwater Quality Treatment Design
- Hydrology & Hydraulics
- Floodplain Management
- Drainage Design
- Urban Hydrology
- Urban Drainage Design
- Manufactured Stormwater Treatment Devices

Guest Lecturer - University of Colorado, Boulder. Department of Civil and Environmental Engineering, Senior Design Class, 2011 and 2012.

Guest Speaker - University of Colorado, Boulder, ASCE Student Chapter. *The transition from School to Work.* Presented February 7, 2011.

EDUCATION

Metropolitan State University of Denver
B.S., Civil Engineering Technology, 2006

PROJECTS

FEMA FLOODPLAIN & PERMITTING

Aspen Street Land Development Floodplain Permitting.
This is project is not your standard FEMA floodplain permitting project. It involves the preparation of existing conditions Letter of Map Revision (LOMR), but the request is for FEMA's determination pertaining to the removal of a FEMA-mapped Zone AE Special Flood Hazard Area (SFHA) on a property undergoing design for new 400-home development in Broomfield, Colorado. The LOMR request has since been approved by FEMA and the official floodplain mapping will be revised to exclude the 100-year floodplain on the subject property.

Tiger Run Letter of Map Amendment (LOMA) Requests.
Letter of Map Amendment applications prepared and submitted to FEMA for several high-end parcels adjacent to Swan River in Tiger Run Recreational Vehicle Park in Breckenridge, Colorado. LOMA applications for parcels in Tiger Run, which have been ongoing over the past couple of years, have a 100 percent approval rate from FEMA.

Cherry Hills Duel Lot CLOMR/LOMR

Drainage design project for double lot immediately adjacent to Little Dry Creek. Floodplain will be revised in conjunction with proposed lot grading and development of the two lots. Conditional Letter of Map Revision will be prepared for and submitted to Cherry Hills and FEMA. **aware** is preparing the Grading Erosion and Sediment Control (GESC) plan and Phase III Drainage Report, including drainage and grading plans, to be submitted with the Building Permit application package for the project.

Summit County Letter of Map Revision Request Review.
Review of LOMR submittal package and hydraulic modeling for Owner, Summit County, re: recent bridge replacement project.

REPRESENTATIVE HYDROLOGY, HYDRAULIC & FLOODPLAIN PROJECTS

Fort Bend County, Texas. Evaluating drainage and flooding in Fort Bend County, Texas, including local criteria, precipitation, and relevant floodplain data. Winter Park Resort Letter of Map Revision (LOMR). Prepared LOMR report to evaluate the effects of a new bridge across Fraser River in the 100-year floodplain and floodway in Winter Park Resort, Colorado.

Silverthorne Existing Conditions LOMR. Prepared LOMR report to evaluate existing conditions of the 100-year floodplain and floodway along the Blue River in Silverthorne, Colorado. 100-year floodplain and floodway updated based on new topography. Completed existing conditions LOMR for Blue River in 2013 to update mapping based on improved topographic information.

Silverthorne Floodplain Permitting and Analysis. Worked with Town of Silverthorne, Colorado on floodplain delineation and permitting since late-2000s. Projects have included CLOMRs, LOMRs, and CLOMR/LOMR-F for private developments and modeling for trail construction and mapping updates for Town.

Schwartzwalder Mine Temporary Diversion & Permitting. Project Engineer for planning, permitting and construction of temporary diversion for Ralston Creek to reduce uranium concentrations in stream and to allow for clean-up of mine. Developed hydrology and hydraulics for 4,000-foot pipeline and diversion structure. Permitting involved agencies including Colorado Department of Public Health and Environment, Division of Reclamation Mining and Safety, USACE (404), USFWS (Preble's Meadow Jumping Mouse), FEMA and Jefferson County. Project was initiated in 2010, and temporary diversion pipeline was completed in 2012.

Coleman Creek Floodplain. Evaluating the effects of proposed improvements to Coleman Creek 100-year floodplain in Little Rock, Arkansas.

Angler Mountain Ranch (AMR) Drainage Assessment. Evaluated and provided recommendations for stormwater drainage infrastructure for a proposed substation and access road in the AMR development in Silverthorne, Colorado.

Sanderson Gulch Conditional Letter of Map Revision (CLOMR) at Green Gables. Performed modeling analysis for proposed realignment of Sanderson Gulch in Jefferson County, Colorado. The CLOMR submittal will include revision of the 100-year floodplain along Sanderson Gulch. The new alignment was designed such that 100-year flood flows would not encroach on existing structures and would accommodate future development.

AMR Conditional Letter of Map Revision Based on Fill (CLOMR-F). Preparing submittal to potentially revise 100-year floodplain based on proposed fill within AMR development.

Chambers Ridge Townhomes. Evaluated drainage for townhomes in Aurora, Colorado, to determine alternatives to improve surface drainage. Townhouses were experiencing defects such as cracking walkways, settling porches, and other structural movement.

Blake Street Drainage Evaluation. Evaluated drainage effects of newly proposed light rail relative to a historic building in downtown Denver, Colorado.

VacMasters Drainage Evaluation. Evaluated drainage effects of newly proposed light rail relative to a business and its property in Arvada, Colorado. Reviewed proposed drainage plans prepared by light rail engineering consultants.

Kai Makani Conditional Letter of Map Revision—Fill (CLOMR-F). Prepared forms and elevation certifications for CLOMR-F for Kai Makani development in Maui, Hawaii. Interacted with FEMA's prime contractor, Michael Baker, Jr. effectively to address requests for additional information.

Upper Grand Creek Ranch Reservoir Dam Hazard Classification Report. Assessed dam hazard classification for proposed dam near Parshall, Colorado. Evaluation included analyzing the extent of flooding that would be caused by a dam breach and flood depths and velocities at critical locations downstream of the proposed dam.

Jones Gulch Debris Flow Mitigation. Conducted debris flow analysis and designed conceptual debris flow mitigation plan (containment berm system) for a proposed development at the base of Keystone Resort for Minnwest Bank and Novak & Nelson Real Estate per the requirements the Colorado Geological Survey and Summit County, Colorado.

Big Dry Creek Master Drainage Plan. Performed hydraulic modeling to determine the extent of the 100- year floodplain and floodway along the southern reach of Big Dry Creek in Adams County and Weld County, Colorado. This project was part of a major drainageway planning project for the Urban Drainage and Flood Control District to determine the existing special flood hazard area and a proposed special flood hazard area based on proposed improvements in the contributing drainage area.

Lot 11 CLOMR-F. Evaluated proposed development on a lot adjacent to the Blue River in Silverthorne, Colorado. Determined that, based on proposed improvements to the lot, a CLOMR-F could be submitted to the Federal Emergency Management Agency (FEMA) so to remove the property from the Special Flood Hazard Area.

Pastorius Reservoir Dam Breach Analysis. Conducted a dam breach inundation analysis for the potential breach of the Pastorius Reservoir in La Plata County, Colorado and prepared an Emergency Action Plan as required by the State Engineers Office. Dam breach peaks, depths, arrival times, and other factors were determined with empirical calculations and HEC-HMS modeling. Assessed potential risks and determined hazard levels.

City of Sioux Falls Big Sioux River CLOMR. Performed modeling analysis for proposed improvements along the Big Sioux River in downtown Sioux Falls, South Dakota. Wrote CLOMR request report. Revised 100-year floodplain and regulatory floodway based on proposed improvements. CLOMR request submitted in approved in 4 months.

Pueblo Judicial Building. Reviewed proposed development plans pertaining to a proposed judicial building in Pueblo, Colorado and advised according to FEMA floodplain regulations.

Gateway Canyons CLOMR. Performed modeling analysis for proposed development along the Dolores River, West Creek, and John Brown Creek in Gateway, Colorado. This CLOMR included revision and submittal of mapped 100-year floodplain and floodway on West Creek and established the and floodway along the other reaches.

Florida Canal Siphon Analysis. Evaluated and provided recommendations for stormwater infrastructure for a proposed substation and access road in the AMR development in Silverthorne, Colorado. CLOMR request submitted in November 2009 and approved 2010.

Skunk Creek Floodplain Analysis. Performed analysis of the effect of a proposed restaurant at the confluence of Skunk Creek and the Big Sioux River in Sioux Falls, South Dakota. Analysis performed using HEC-RAS.

Rocky Flats Dam Breach Analysis. Using HEC-RAS, performed analysis for various dam break scenarios along Woman Creek and Walnut Creek in Jefferson County, Colorado.

Hatch Gulch/Piceance Creek Floodplain Analysis. Performed modeling analyses to determine the 100- year floodplain boundary along Hatch Gulch and Piceance Creek in the Piceance Valley, Colorado for ExxonMobil.

Middle Fork Boulder Creek Floodplain. Performed analysis and determination of the 100-year floodplain for Middle Fork Creek in Boulder, Colorado.

Varra Pit. Conducted analysis of the capacity of a reservoir in southwest Colorado for a mine mitigation litigation matter.

Larkspur Drainage Evaluation. Evaluated drainage design drawings for several proposed development projects in Larkspur, Colorado. Reviewed stormwater management plan submittals for the Town of Larkspur, Colorado.

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

Scott W. Richards, PE, PG
Senior Project Manager

Education

MS, Geological Engineering, University of Utah, 2000

BS, Environmental Earth Science (Minor in Chemistry), University of Utah, 1998

Registrations

Professional Engineer: Colorado, Utah

Professional Geologist: Utah

Certifications

- OSHA Hazwoper 40-hour
- MSHA 30-hour

Industry Tenure

Since: 2001
Joined Yeh: 6/2013

Contact

588 North Commercial Drive
Grand Junction, CO 81505
970-242-5125
www.yeh-eng.com

Professional Experience

Mr. Richards has 19 years of experience in geological and geotechnical engineering projects. He has performed office management duties for seven years, five years with Yeh and Associates. His experience includes management of geotechnical engineering projects for design recommendations for commercial vertical construction, airports, roads and bridges, as well as geologic hazards evaluation and asset management projects including landslide, debris flow and rockfall hazards for municipalities and ski areas. Additionally he manages staff for project construction including inspections, observations and materials testing services for infrastructure, commercial and aviation projects. He oversees engineering and construction testing services at the AMRL, CCRL, AASHTO certified laboratory in Grand Junction/Glenwood Springs, Colorado. Project experience includes airport improvement projects (engineering and construction), slope stability (installation and monitoring of piezometers and inclinometers); bridge and roadway improvements, deep foundation systems; retirement facilities, schools, hospitals; dams and reservoirs; and commercial development and ski resort asset management.

Relevant Work History

Leach Creek Reservoir Construction, Grand Junction, CO

Resident Engineer to supervise construction and perform engineering consultation for the dry flood control storm water retention earthen reservoir near the Grand Junction Airport in Mesa County.

Long's Park Dam Re-Construction, Uinta Mountains, UT

Quality Assurance Materials Testing and Inspection Engineer. Performed materials testing and inspection services for the re-construction of the Long's Park Reservoir in the Uinta Mountains, UT.

Geotechnical Engineering Investigations for Earthen Retaining Features

Geotechnical Engineer to perform a field investigation and provide a summary report of recommendations for earthen water retention features for; Cow Camp Reservoir at Two Shoes Ranch, Lake Christine Dam Rehabilitation in Basalt, Crooked Creek Dam Improvements in Eagle County, Fruita Dam #1 Inclinometer installation and monitoring, Encana Temporary Dam Embankment Construction at Various Locations, Taylor Reservoir at Hunter Creek Drainage, Ivanhoe Reservoir in Pitkin County.

Grand Junction Regional Airport Apron Improvements, Grand Junction, CO, 2014-2020

Project Manager for geotechnical engineering investigations and Quality Assurance/ Control Materials Testing Services for various projects (Taxiways, Aprons, RTR Relocation) at the Grand Junction Regional Airport.

Canyonlands Field Airport Runway Replacement, Moab, UT, 2016-2020

Project Manager for geotechnical engineering investigations/recommendations and Quality Assurance Materials Testing Services for various projects (Runway, Taxiways, Aprons, Road Relocation) at the Canyonlands Field Airport.

Mesa County, Cameo I 9/10 Roadway Improvements Project, CO, 2020

Project Manager for geotechnical engineering investigation for a new overpass and roadway improvements, including a feasibility study including evaluation of geologic hazards. Project is located in Cameo, CO. (2020)

Howelsen Hill Ski Area Landslide Management Projects, Steamboat Springs, CO, 2016-2020

Project Manager for asset management / engineering consultation for Howelsen Hill Ski Area. Services include site reconnaissance, installation of monitoring equipment including inclinometers, piezometers and vibrating wire piezometers (VWP), monitoring and analysis of landslide activity for remediation and/or mitigation of infrastructure. Engineering consultations for proposed new chairlift.

QA Construction Materials Testing, Montrose County, CO, 2019-2020

Project Manager for quality materials testing services for Montrose County paving projects.

27th Street Bridge Replacement, Glenwood Springs, CO, 2018-2020

Project Manager for geotechnical engineering investigation, analysis and recommendations report for bridge replacement. Managed quality assurance testing during bridge construction.

San Luis Valley Regional Airport Taxiway Reconstruction Project, Alamosa, CO, 2019-2020

Project Manager for geotechnical engineering investigation for design and Quality Assurance Materials Testing Services during construction of taxiway reconstruction at the San Luis Valley Airport in Alamosa, Colorado.

Rifle – Garfield County Airport New Apron Project, Rifle, CO, 2020

Project Manager for geotechnical engineering investigation for design, and Quality Assurance Materials Testing Services for new apron construction.

New Ross Reels Administration Building, Warehouse and New Markets Infrastructure Buildings, Montrose, CO, 2017-2020

Project Manager for geotechnical engineering investigation for design of various commercial buildings for new Colorado Outdoors Development.

City of Rifle, Railroad Avenue Improvements Project, Rifle, CO, 2016-2020

Project Manager for geotechnical engineering investigations for Railroad Avenue Improvements including drainage evaluation, pavement section improvements and recommendations for patio dining and parking area improvements. Construction is planned for 2021.

New South Bridge Project, City of Glenwood Springs, CO, 2016-2020

Project Manager for geotechnical engineering investigation, analysis and recommendations report for new intersections, underpasses and bridge construction connecting existing Highway 82 and Airport Road in South Glenwood.

QA Construction Materials Testing, Mesa County, CO, 2019

Project Manager for quality materials testing services for various Mesa County projects including Buzzard Corridor, 16 & Q.5 Road/Bridge Construction.

Discount Tire Stores, Grand Junction, CO, 2018

Project Manager for supplemental geotechnical engineering investigation and Quality Assurance Materials Testing Services for the new store on 25 Road, and parking lot improvements for the existing story on North Avenue in Grand Junction, CO.

Blake Field Airport Runway Replacement, Delta, CO, 2016-2018

Project Manager for geotechnical engineering investigation for design and Quality Assurance Materials Testing Services for runway reconstruction.

Fruita Trails Kokopelli Phase, City of Fruita, CO, 2016-2018

Project Manager for Quality Assurance Materials Testing Services and CDOT Form 250 submittal for City of Fruita Trails Construction Projects.

Stoney River Retirement Facility Construction, GWS, 2016-2017

Project Manager for engineering consultation, inspections and quality assurance materials testing services for construction of commercial retirement facility structures.

Wray Airport Runway and Taxiway Extension, Wray, CO, 2019
Project Manager for geotechnical engineering investigation for runway and taxiway improvements and Quality Assurance testing services for runway construction.

King Soopers / City Market Commercial Store Construction, CO, 2016-2018
Project Manager for geotechnical engineering investigations and quality assurance materials testing services for various City Market Stores located in Grand Junction, Montrose, and Eagle, Colorado.

Sopris Lodge Retirement Facility, CO, 2016-2019
Project Manager for geotechnical engineering analysis for proposed construction and for quality assurance testing during 2019 facilities construction.

Construction Materials Testing, Hayden, CO, Blanding, UT, FAA
Project Manager for materials testing services for airport improvements projects.

Montrose Regional Airport Taxiway Improvements, Montrose, CO
Project Manager for geotechnical engineering investigation for design of improvements at the Montrose Regional Airport (2017).

New Ross Reels Warehouse and Retail Facility, Montrose, CO
Project Manager for geotechnical engineering investigation for design of a warehouse for production and retail facility in Montrose, Colorado (2017).

Mesa County O Road Improvements Feasibility Study, Mesa County, CO
Project Manager for geotechnical engineering investigation for feasibility design of proposed bridges & pavement sections of Mesa County unimproved roadways (2015).

Durango-La Plata Airport, Durango, CO
Project Manger for engineering consultation, inspections and materials testing services for taxiway improvements to the Durango-La Plata Regional Airport. Project included a subsurface investigation and analysis of deflection areas of runway (2016).

Montrose Recreation Center, Montrose, CO, 2015 to 2016
Project Manager for engineering consultation, inspections and materials testing services for construction of the Montrose Recreation Center which included driven piles & structural fill reinforcement foundations, concrete, asphalt, CMU, and rebar.

Burns & Catamount Bridge Replacement, Eagle County, 2015
Project Manager, engineering consultation, inspection and materials testing services for bridge construction for Eagle County Local Agency Project.

Encana Landslide Analysis, Parachute, CO, 2014
Project Manager responsible for performing investigation and analysis for existing conditions and proposed remediation of a landslide impacting well pads.

Grand Avenue Bridge, CDOT, Glenwood Springs, CO, 2014
Geotechnical Engineer performing geotechnical investigation and report preparation.

Taylor River Road, Central Federal Lands, Gunnison, CO, 2013
Senior Inspector for 6 miles of new roadway construction.

Williams Production New Cryogenic Plant, Parachute, CO, 2013
Geotechnical Engineer, Construction Department Manager for plant construction.

West Elk Mine, Mountain Coal Company, Paonia, CO, 2012
Resident Engineer / Geotechnical Engineer for slope failure remediation project, investigation and construction of drainage system below reconstructed roadway.

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

Hsing-Cheng Liu, PhD, PE
Senior Project Manager

Education

PhD, Geotechnical Engineering, University of Colorado at Boulder

MS, Geotechnical Engineering, University of Colorado at Denver

BS, Architectural Engineering, National Cheng-Kung University, Taiwan

Registrations

Professional Engineer: Colorado

Joined Yeh

9/2012

Contact

2000 Clay Street, Ste 200
Denver, CO 80211
303-781-9590
www.yeh-eng.com

Professional Experience

Dr. Liu has 32 years of geotechnical engineering experience, of which 17 years were with CDOT. He was the manager of the Geotechnical Program and provided guidance to the geotechnical staff and oversaw geotechnical aspect of all CDOT projects. Prior to joining CDOT, he has three years of geotechnical experience in commercial, residential, and industrial development. His areas of expertise include foundation engineering, soils behavior, earth pressure, settlement, slope stability.

Relevant Work History

Yeh & Associates, Inc., Denver, CO 2012-Present

Senior Project Manager responsible for managing or conducting geotechnical projects that provide design recommendations for structure foundations, slope stabilizations and geotechnical construction. His recent projects include:

I-25 North Design-Build, Johnstown to Ft. Collins, CO, 2016-ongoing

Geotechnical engineering for all aspects of the retaining walls, bridges. Provided wall design, foundation design and construction support.

US 6 Bridges Design Build, Denver, CO, 2013-2016

Geotechnical investigation and construction support. The project includes building or replacing 12 bridges, 26 retaining walls along US 6 in metro Denver.

US 85 Highlands Ranch Parkway to North of C-470 Widening, 2016-2019

This project involves widening US 85 from four lanes to six lanes. The project is funded by Douglas County, DRCOG / FHWA and CDOT. Dr. Liu managed the geotechnical investigation which involved design of bridge over C-470 and more than 18 retaining walls to provide grade separation and to accommodate the widening of US 85 and the improvement of High Line Canal Trail.

RTD North Metro Rail Line, Denver, CO, 2015-2017

Geotechnical engineering for all aspects of the retaining walls, bridges, and stations for a new 18.5 miles commuter rail line connecting the central Union Station with northern suburban stations. Provided wall design, foundation design, construction support, and materials testing.

RTD Southeast Rail Extension, Denver, CO, 2015-2017

Geotechnical engineering for all aspects of the retaining walls, bridges, and stations for a 2.3 miles long commuter rail line extending existing lines into the southern suburbs. Provided wall design, foundation design, construction support, and materials testing.

Grand Avenue Bridge, Glenwood Springs, CO, 2015-2017

Geotechnical engineering for all aspects of the retaining walls, bridges and causeways. Provided load test design for bridge drilled shaft foundation supported in alluvium, construction support, and materials testing.

I-25 and Cimarron Street Interchange, Colorado Springs, CO, 2013-2016

Preparation of geotechnical investigation for design build package. Provided geotechnical construction support.

Colorado Department of Transportation, 1999-2012

Geotechnical Program Manager. Managed the program to provide geotechnical services for design, construction, and maintenance of CDOT projects. Reviewed in-house and consultant geotechnical recommendations, designs, and specifications. Oversaw and managed the Program operation budget. Served on CDOT geotechnical/ structural research oversight committee.

Colorado Department of Transportation, 1995-1999

Geotechnical Engineer. Conducted statewide geotechnical investigation and provided foundation recommendations for bridges, retaining walls, and embankment slopes. Performed geotechnical monitoring/ analysis involving landslide, seepage, settlement, pile driving, etc. Provided geotechnical design and construction support.

Joseph A. Cesare & Associates, 1992-1995

Geotechnical Engineer. Conducted geotechnical investigation for governmental, commercial, and residential projects. Prepared geotechnical recommendation report. Performed analysis involving slope stability, soil liquefaction, etc. Participated in mitigation design and construction of hazardous waste contaminated soils. Performed geotechnical construction inspection.

University of Colorado at Denver, 1993-2005

Part-time Instructor. Taught undergraduate course "Statics" and graduate courses "Engineering Properties of Soils" and "Advanced Foundation Engineering."

University of Colorado at Denver, 1983-1992

Research and Teaching Assistant. Conducted researches sponsored by National Science Foundation, U.S. Army Engineering Waterways Experiment Station, and Colorado Department of Highways. Taught undergraduate courses "Intermediate Soil Engineering" and "Statics." Participated in geotechnical consulting projects involving advanced lab testing and analyses.

Publications

"Behavior of a Geosynthetic Reinforced Sand" (with N.Y. Chang), Second International Conference on Recent Advances in Geotechnical Earthquake Engineering and Soil Dynamics, St. Louis, Missouri, USA, March 11-15, 1991.

"Statistical Modeling of Liquefaction Resistance of a Uniform Fine Sand Containing Fines," (with N.Y. Chang), Fifth U.S. National Conference on Earthquake Engineering, July 10-14, 1994, Chicago, Illinois, Earthquake Engineering Research Institute.

"A procedure for Evaluating In-Situ Liquefaction Resistance of a Uniform Fine Sand With Plastic Fines Inclusion," (with N.Y. Chang), Fifth U.S. National Conference on Earthquake Engineering, July 10-14, 1994, Chicago, Illinois, Earthquake Engineering Research Institute.

"LRFD and Drilled Shaft Design in Colorado" (co-author), ASCE Colorado Section, GEO-Volution-The Evolution of Colorado's Geological and Geotechnical Engineering Practice, November 10, 2006, Denver, Colorado.

"Osterberg Load Test on a Drilled Shaft in Gravels and Sands with Cobbles" (co-author), ASCE Colorado Section, Rocky Mountain Geo-Conference, November 4, 2016, Denver, Colorado.

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

Sylvia White
Senior Geologist

Education
BS Geology/Earth Studies,
Summa Cum Laude,
Colorado Mesa University

Certifications
• MSHA 30-hour

Joined Yeh
06/2001

Contact
1525 Blake Avenue
Glenwood Springs, CO 81601
970-384-1500
www.yeh-eng.com

Professional Experience
Ms. White has 20 years of experience in providing geotechnical engineering services as a geologist and scientist for a variety of government, commercial and residential projects. In addition to administering geotechnical investigation studies, Ms. White has worked in field and construction inspections and observations.

Relevant Work History

South Bridge, Glenwood Springs, CO, 2017-present
Senior Geologist. Duties included scheduling drilling operations, coordination of drilling operations with city government, application for local government permits, layout of sites for preliminary geotechnical/geological investigations. Organized documentation and reported geotechnical recommendations integral to design and construction of bridge.

I-70 West Vail Pass Auxiliary Lanes, East Vail Pass, Eagle and Summit Counties, CO, 2019-2020
Senior Geologist. Organized documentation, researched, mapped East Vail Pass area, and prepared Geologic Resources and Soil Technical Memorandum for Tier 2 NEPA Analysis for preliminary design of auxiliary lanes, and bridges, walls and trails improvement.

Engineering Geology Study, Southwestern Region, Colorado Springs, 2018-2019
Sylvia was part of a three-person team that compiled and reviewed available data including existing geotechnical reports, geologic mapping, terrain data, Lidar data, satellite data, aerial photography and existing infrastructure into a searchable and scalable digital database intended for future use in development of the southwestern region of Colorado Springs. This area of Colorado Springs has experienced numerous landslide events. The team also completed geologic field mapping in the project area. In addition, using the new field mapping and the digital database, Sylvia provided oversight for a field investigation undertaken to supplement the database with information from borings and instrumentation installation to measure groundwater levels and slope movement. Work was completed with a database and user guidelines provided to the City of Colorado Springs.

Grand Avenue Bridge, Glenwood Springs, CO, 2012-2018
Project/Senior Geologist. Duties included scheduling drilling operations, coordination of drilling operations between government entities and private property owners, application of state and local government permits, layout of sites for preliminary geotechnical/geological investigations. Supervised and observed drilling and coring of project site, logging test hole samples, ground water evaluations.

Castle Creek Road Bridge PIT-015-09.0, Pitkin County, CO, 2018-2019
Senior Geologist. Duties included coordination of drilling operations with city government, layout of sites for preliminary geotechnical/geological investigations. Organized documentation and reported geotechnical recommendations integral to design and construction of bridge and roadway.

U.S. Highway 50 Little Blue Canyon Geotechnical Services, Gunnison County, CO, 2018-2019
Senior Geologist. Duties included coordination of drilling operations with state and federal government, layout of sites for preliminary geotechnical/geological investigations, oversight of drone mapping in steep canyon. Organized documentation and reported geotechnical recommendations integral to design and construction of major highway improvements.

U.S. Highway 6 Bridge F-09-K Walls, Eagle County, CO, 2013-2019

Senior Geologist. Duties included scheduling drilling operations, coordination of drilling operations with Colorado Department of Transportation, application for government permits, layout of sites for preliminary geotechnical/geological investigations. Organized documentation and reported geotechnical recommendations integral to design and construction of walls adjacent to bridge.

Howelsen Hill, City of Steamboat Springs, CO, 2016-2018

Senior Geologist. Performed geotechnical investigation including geologic mapping, groundwater assessment, use of GPS and conventional survey methods, planning and installation of piezometers and inclinometers, set up and monitoring of remote sensing data collection equipment for slope failure assessment.

Montrose Regional Airport Taxiway Expansion, Montrose CO, 2017

Senior Geologist. Organized and reviewed documentation, and reported geotechnical recommendations integral to design and construction of airport taxiway using standards applicable to airports.

27th Street Bridge, Glenwood Springs, CO, 2016-2017

Senior Geologist. Duties included scheduling drilling operations, coordination of drilling operations with city government, application for local government permits, layout of sites for preliminary geotechnical/geological investigations. Organized documentation and reported geotechnical recommendations integral to design and construction of bridge.

National Park Service, 2013-2016

Project/Senior Geologist. Duties included: scheduling drilling operations and coordination of drilling operations for NPS; layout of sites for preliminary geotechnical/geological investigations; analyzed and interpreted geotechnical data and reported geotechnical recommendations integral to design and construction of roadways in various national parks. Project included drilling and geophysical testing in a national park environment, coordination with park management, and sensitivity to the park visitor experience during the duration of the investigation.

Cliff Shelf Landslide Repair, Badlands National Park, SD, 2016

Senior Geologist. Performed geotechnical investigation, installation of piezometers and inclinometers. Duties included scheduling and oversight of drilling operations, coordination of drilling operations with Federal Highway Administration and National Park Service, layout of sites for preliminary geotechnical/geological investigations.

Baker-Barry Tunnel, Golden Gate National Recreation Area, CA, 2014-2016

Project Geologist. Performed geological investigation including historical research, mapping, management of core sample drilling and analysis, use of GPS and conventional survey methods, oversight of and performed tunnel inspection including crack mapping and thermal imaging.

Water Distribution Improvements, Grand Canyon National Park, AZ, 2011-2016

Project/Senior Geologist. Duties included: scheduled and coordinated geophysical operations for seismic mapping of proposed Phantom Ranch and North Rim water distribution areas, mapped geology of water distribution areas, and assessed local materials for future water line construction. Project included drilling and geophysical testing in a national park environment, coordination with park management, and sensitivity to the park visitor experience during the duration of the investigation.

West Glenwood Park-n-Ride, Glenwood Springs, CO, 2014-2015

Senior Geologist. Duties included: scheduling drilling operations, coordination of operations with local government; layout of sites for geotechnical/geological investigation. Orgainized documentation and reported geotechnical recommendations integral to design and construction of pavement and walls.

Interstate 70 Underpass, Vail, CO, 2014-2015

Project Geologist. Duties included: scheduling drilling operations and coordination of drilling operations for a major thoroughfare with additional city involvement; layout of sites for preliminary geotechnical/geological investigations; supervised and observed drilling and coring of project site, logging test hole samples, and ground water evaluation; reported geotechnical recommendations integral to design and construction of a major highway underpass/bridge and other engineered structures.

Interstate-70 Twin Tunnels, Idaho Springs, CO 2012-2013

Project Geologist. Performed geological investigation including mapping and analysis of core samples, use of GPS and conventional survey methods, use of computer models to aid in tunnel design, performed tunnel inspection.

Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services

Kevin Dye, PE
Project Engineer

Education
BS, Civil Engineering, University of Colorado, Denver, 2015

Registrations
Professional Engineer:
Colorado, Missouri

Certifications
- ACI Concrete Field
- ACI Strength
- LABCAT A
- MSHA
- WAQTC
- Rail Safety: Amtrak, BNSF
- Traffic Control Supervisor
- Colorado CDL
- Nuclear Gauge Safety

Joined Yeh
5/2014

Contact
1525 Blake Avenue
Glenwood Springs, CO 81601
970-384-1500
www.yeh-eng.com

Professional Experience
Mr. Dye has 15 years of experience in construction inspection and documentation of road and bridge construction, including experience with testing soil and concrete. He is proficient in AutoCad, Revit, Word, Excel, and Kenpave (pavement design) software.

Relevant Work History

Yeh and Associates, Denver, CO, 2015-Present
Projects include:
- Canyonlands Field Airport Apron Improvements, Grand County, UT, 2018
- Vail Golf Course Bridge #14 and #15 Replacement, Vail Recreation District, 2017-2018
- Amtrak Station Renovation, Glenwood Springs, 2017-2018
- US 550 SEIS ALT Analysis Services, US 550 South Connection, CDOT, 2017-2019
- Howelsen Hill Continued Geotechnical Monitoring Services, Steamboat Springs, 2017-2018
- US 50 Sand Dome, CDOT, 2017-2018
- Black Hills Energy: QA Crystal River Compressor Station, 2017-2018
- SH 145 Embankment Repairs
- Glenwood Springs South Bridge Preliminary Design
- CDOT Region 3 Region Wide Sign Replacement
- Steamboat Springs Howelsen Ski Hill Data and GIS Analysis
- RFTA Maintenance Building, Aspen
- Stoney River Assisted Living Facility, Glenwood Springs
- City Market Addition, Eagle, CO
- Eagle County Catamount Bridge Project
- Eagle County Burns Bridge Project
- SH 82 Grand Avenue Bridge of I-70/RR/Colorado River
- CDOT Rockfall Hazards and Geological Investigation

PCH Geotechnical & Environmental, Colorado, 2015
Field Technician
Supported engineer with inspection and documentation of various private construction projects. Communicated with contractors to achieve compliance with project specifications. Performed soil classification, compaction testing with nuclear density gauge and concrete testing in the field.

Yeh and Associates, Denver, CO, 2014
Field Engineering Technician/Intern
US 6 Design Build - Supported project manager with inspection and documentation of road and bridge construction progress. Communicated with contractors to achieve compliance with project specifications. Interpreted and applied CDOT specifications to project. Performed soil classification, compaction testing with nuclear density gauge and concrete testing in the field. Performed soil testing in field lab.

Colorado Department of Transportation, Colorado, 2004-2012
Construction Inspector / Highway Maintenance Worker
Supported project engineer on bridge replacement project for 10 months as a construction inspector; assisted with materials testing; compare work done with plans & specs. Calculated and documented removal/placement of materials during construction. Double checked important elevations with transit. Designed and implemented traffic control for highway work listed below. Performed highway maintenance, paving, chip sealing, and culvert replacements. Cleared snow, rockslides, avalanches; maintained proper drainage and signage along highway.

Tom Newland
417 Original Road, Basalt, CO, 81621
(970) 927-4645
tom@newlandprojectresources.com

PROFILE

Respected and reliable professional with over 30 years' regional experience in upper-level public sector management and land use/development consulting. Major strengths include:

- Extensive experience working with elected local officials, local staff, and state and federal administrators
- Management and consulting experience working for Counties, Cities, State departments, Federal agencies and intergovernmental authorities
- Experience managing staff and personnel issues
- Expertise in public involvement and public information management
- Ability to interpret and administer local, state and federal codes and regulations
- Firsthand knowledge of the issues and concerns facing mountain resort communities
- Ability to understand, interpret and summarize local codes, construction plans and specifications, engineering studies, environmental assessments, and other technical documents
- Proven ability to draft and gain approval of County Code amendments and revisions, Resolutions, Ordinances, Intergovernmental Agreements, regulations, standards, leases, easements, property acquisitions and asset disposal procedures
- Working with procurement codes and the hiring of staff and consultants
- Demonstrated capability to lead and guide projects and processes from inception through completion
- Creating and administering budgeting processes and cost control procedures
- Proficiency in Word, PowerPoint, Excel, Adobe professional, AutoCAD, GIS-based programs, drones, and surveying
- 35-year resident of Eagle County; trustworthy, honest, and accountable with a strong work ethic

PROFESSIONAL HISTORY

3/1/2001 – present

NEWLAND PROJECT RESOURCES, INC.
Basalt, CO
Principal

Provides a variety of consulting and management services required to address client needs, including project management, public information management, public process facilitation, environmental assessment and inspection, land use planning, development permitting, recreation planning, and transportation analysis. We have provided services to over 250 clients in both the public and private sectors with their development, public participation and administrative needs. Public sector clients include Pitkin County, Gunnison County, West Elk Loop Scenic Byway Committee, the Roaring Fork Transportation Authority, Aspen, Basalt, Carbondale, Gunnison, Lake City, The National Parks Service, the Colorado Department of Transportation, the Basalt and Rural Fire Protection District, the Snowmass Wildcat Fire Protection District, and homeowner's associations. Work for these entities has included filling in for personnel during extended absences; public facilitation for large capital improvement projects, developing and implementing public information plans, participation in environmental assessment processes, project management and grant administration. Work for private sector clients involves representing them in gaining development approvals, including land use proposals, obtaining easements and leases for properties, conducting reviews and participating in review processes for adjacent or affected land owners; and negotiation of agreements with other parties regarding management and operational requirements. This involves working closely with County planning and building staff, state environmental agencies, and the U.S. Forest Service.

10/1/1998 – 3/1/2001 **ROARING FORK RAILROAD HOLDING AUTHORITY (RFRHA)**, Carbondale, CO

Executive Director

Appointed by the RFRHA Board, the Executive Director implemented the policy directives of the Board made up of elected officials from seven counties and municipalities. This includes overseeing staff, conducting the day-to-day management of the rail corridor, maintenance of the property, stewardship of the corridor via the conservation easement, and general management of all facilities. The Executive Director is also responsible for the progress of the Corridor Investment Study and comprehensive plan for the property. Other tasks include administering for the annual budget and expenditures incurred, working with the RFRHA Board and scheduling, conducting and recording regular meetings of the Board and the Corridor Investment Study, being responsible for providing information to the public, facilitating public participation in the Corridor Investment Study and coordinating and assisting elected officials, their staff and all other interested parties with all matters regarding the corridor.

1995 - 1998 **PITKIN COUNTY, COLORADO**, Aspen, CO

Assistant County Manager

Appointed by and worked with the County Manager by supervising and directing staff in the day-to-day operations of the organization. Supported and assisted the County Manager and assuming the role when absent; worked with the Board of Commissioners and upper level staff to set policy and long-term direction for the county. Key responsibilities included directing staff oversight, strategic planning, annual budgeting, asset management, affordable housing initiatives and transportation planning. Successfully negotiated the purchase of the Rio Grande railroad right-of-way, including agreement negotiation, contract negotiations, obtaining state grants, and coordinating and securing funding through an Intergovernmental Agreement. Assisted the county manager in leading all aspects of the organization, including administration, annual budget, personnel, public safety, community development, public works, the airport, and health and human services.

1991 - 1995 ***Deputy Director of Public Works***

Worked under the Director of Public Works supervising and directing staff in the areas of public works administration, public facilities development/management, road and bridge, transportation planning and floodplain administration. Duties included budget preparation, staff evaluation, projects supervision and transportation planning.

1989 - 1991 ***Projects Director***

Performed the management and coordination of all county projects as directed by the County Manager. Performed planning, management and technical engineering work for public properties and issues. Worked with the housing office and public works department to develop long-term public project strategies, initiate and complete projects that were a part of those strategies. Directly supervised the project management department and building maintenance department.

1987 - 1989 ***Land Use Engineer***

Provided engineering and land use services for the County, including project construction management, land use development review, and facilities management. Assisted in the acquisition of the Mt. Sopris Tree Farm property from the USFS. Worked with the Aspen/Pitkin County Housing authority to implement an affordable housing strategy and initiate and complete housing projects. Acted as the county's representative to successfully obtain land use approval for public projects. Managed and operated the county landfill. Acted as Floodplain Administrator for the County.

1984 - 1987 ***Planner***

Worked directly under the Assistant Planning Director in the development of several long-range comprehensive master plans, including the Down Valley Comprehensive Plan, the Highway 82 Corridor Master Plan and the Roaring Fork East Neighborhood Plan. Also participated in the administration of the county's Growth Management Quota System and was responsible for updating the annual Population and Housing Report.

EDUCATION

1977 - 1981 UNIVERSITY OF MICHIGAN, Ann Arbor, Michigan
School of Natural Resources
- Bachelor of Science, Outdoor Recreation Planning and Management

1984 - Present UNIVERSITY OF WISCONSIN, Madison, Wisconsin
- Team Building for Project Management
- Facilitation Skills for the Public Sector
- Transition from Engineer to Manager
- Principles and Practices of Project Management
- Interpretation and Enforcement of Construction Contracts
- Sanitary Landfill Design and Construction
- Geographic Information System (GIS) Implementation

AMERICAN MANAGEMENT ASSOCIATION
- Improving Managerial Skills of the New or Prospective Manager
- Office Space Planning and Design

INSTITUTE FOR PARTICIPATORY MANAGEMENT AND PLANNING
- The Systematic Approach of Informed Consent
- Citizen Participation by Objectives

COLORADO COUNTIES, INC.
- Indoor Air Quality & Asbestos Removal

CAD INSTITUTE
- AutoCAD for the Professional

ALTITUDE TRAINING ASSOCIATES
- Stormwater Management Plan Administrator Certification

COLORADO RIPARIAN TRAINING CADRE
- Assessing the Proper Functioning Conditions of Riparian Areas

PROFESSIONAL AFFILIATIONS

American Planning Association (APA)
National Society of Professional Engineers (NSPE)
Institute of Transportation Engineers (ITE)
American Transportation Planners Association (ATPA)
National Association of Environmental Professionals (NAEP)

COMMUNITY INVOLVEMENT/VOLUNTEER WORK

Eagle County Planning Commission
Basalt Open Space Committee
Cub Scout Leader
Volunteer for Aspen Valley Ski and Snowboard Club

AWARDS/RECOGNITIONS

- *Proclamation of the Board of County Commissioners of Pitkin County, Colorado, Thanking Tom Newland for his Contributions to Pitkin County and the Roaring Fork Valley*
- *Proclamation of the Roaring Fork Railroad Holding Authority Expressing their Profound Appreciation for Tom Newland's tenure as Executive Director*
- *Proclamation of the Roaring Fork Transportation Authority for Tom Newland's Significant Contributions to RFTA and the Rio Grande Trail*
- *Proclamation of the Board of County Commissioners of Pitkin County, Colorado, Recognizing Tom Newland for Outstanding Contributions in the Acquisition of the Denver and Rio Grande Right-of-Way*

Stan Clauson, AICP, ASLA - Principal In Charge

Education and Credentials

- **Harvard University, Graduate School of Design, MLA 1978**
- **University of Wisconsin, M.A. 1971**
- **Denison University, B.A. 1967**
- **APA Chapter Presidents Council,**
  2016 Karen B. Smith Award for Outstanding Service to Members 2016
- **City of Aspen Historic Preservation Award,**
  2005, 2016, 2018 for projects within the Main Street and Commercial Core Historic Districts

Biography

Stan Clauson has over thirty years of planning experience including recreational resort projects in both the Rockies and in New England. Former Community Development Director for the cities of Aspen, Colorado and Montpelier, Vermont, he holds a Masters' degree in Landscape Architecture from the Harvard Graduate School of Design. Stan has been a frequent lecturer on resort transportation and resort revitalization strategies, and an invited speaker at international conferences in Japan and Europe. He is a member of the Institute of Transportation Engineers and led study tours for local and state transportation officials to observe resort transportation concepts in Europe. His work has won awards from the Vermont Planning Association, U.S. Department of Housing and Urban Development, and the City of Aspen Historic Preservation Commission. Stan is a member of the American Institute of Certified Planners, Past President of the Colorado Chapter of the American Planning Association and holds numerous other professional memberships. He currently serves on the Professional Advisory Committee for the landscape architecture program at Colorado State University and on the American Planning Association Education Committee.

Relevent Experience

- **Principal/President 1998—Present**
  Stan Clauson Associates, Inc.; Aspen, Colorado
- **Community Development Director 1994—1998**
  City of Aspen, Colorado
- **Director of Planning & Development 1988—1991**
  City of Montpelier, Vermont
- **Principal 1981—1986; 1991—1994**
  Stan Clauson Associates; Cambridge, Massachusetts and Montpelier, Vermont
- **Public Lighting Research Project 1986—1987**
  Lausanne, Switzerland
- **Community Development Urban Designer 1979—1981**
  City of Newton, Massachusetts
- **Project Director 1977—1978**
  Roxbury-Dorchester Community Beautification Program; Boston, Massachusetts

Daiva Katieb, MS, Profesional Wetland Scientist, Range Ecologist

Profile

Daiva has over twenty five years of experience in range management, western ecology and wetlands science. She is a professional wetland scientist and founded Watershed Environmental Consultants, Inc. (WEC) in 1999. Services include watershed level assessment, wetland delineation, permitting, design and oversight of constructed wetlands, sensitive species evaluation, habitat assessment including stream surveys, stream restoration design and construction, stormwater management projects, local, state and federal permitting and habitat monitoring. WEC's client base is comprised of municipalities, government agencies, private land owners, energy production and resource extraction industry, and non-profit organizations. Daiva's current research interests include the restoration of riparian functions in urban settings to benefit quality of life, and quantifying the impacts of stream alteration on ecological functions.

Representative Clients

Alpine Engineering, Braun Associates, Bureau of Land Management, City of Glenwood Springs, Eagle County, Lake Creek Metro District, ECO-Trails, Eagle River Watershed Council, Eagle Valley Clean Energy, Evans Chaffee Construction Group, Greenhorn Mountain Ranch, Hobbs Excavating and Construction, Ironwood Resorts, K.H. Webb Architects, Knight Planning Services, Lotic Environmental, Martin/Martin Consulting Engineers, Mauriello Planning Group, Meet the Wilderness, Meriwether Companies, Patriacca Construction, Peak Properties, River Restoration.org, Town of Avon, Town of Eagle, Town of Vail, Vail Associates, Vail Honeywagon, Vail Mountain School, Roaring Fork Conservancy and numerous private land owners.

Experience

PRINCIPAL, WATERSHED ENVIRONMENTAL CONSULTANTS, INC. 1999 - CURRENT

Founding principal for an environmental resource consulting firm. Project management includes scoping, budgeting, field study, product delivery and follow-up. Representation of the client throughout all phases of the development or regulatory permitting process.

CO-FOUNDER, LAND PLANNING COLLABORATIVE 2006-CURRENT

Co-founder of a planning firm specialized in zoning and development entitlement, project management, public agency master planning, stakeholder facilitation and client representation.

COLORADO MOUNTAIN COLLEGE, EDWARDS, CO 2011 - 2012

Laboratory assistant to a chemistry department. Collaborated in the development of the Sustainability Studies program curriculum.

RESEARCH ASSOCIATE, LARAMIE, WY 1997 - 1999

Developed techniques for estimating streamflow characteristics of mountainous basins and sub-basins in Wyoming. Investigated the winter effects on streamflow measurement in order to identify data gaps in water quantity research. Assisted in the development and application of design criteria for instream restoration structures.

P.O. Box 3722 Eagle, CO 81631-3722 **Tel**: (970) 471-4547 **Email**: daiva@landplanco.com
Web: www.landplanco.com

NATURAL RESOURCE CONSERVATION SERVICE, STATE COLLEGE, PA **1994 - 1996**

Soil resource data collection, recording and analysis. Design and implementation of local conservation and ecological improvement programs. Site design and consultation regarding pubic compostable toilet facilities.

DAMARISCOTTA, INC., CLARION, PA **1992 - 1994**

Design, permitting and construction of water treatment systems for acid mine drainage. Wetland permitting, delineation and mitigation. Ecological restoration strategy formulation and general environmental consultation.

Education & Licensure

University of Wyoming, Laramie, WY, Masters of Science in Rangeland Ecology and Watershed Management / Water Resources.

Pennsylvania State University, State College, PA, Bachelor of Science in Environmental Resource Management.

Professional Wetland Scientist (PWS), Society of Wetland Scientists 2005, No. 00001472.

Member, Colorado Riparian Association.

References

Available upon request

P.O. Box 3722 Eagle, CO 81631-3722 **Tel:** (970) 471-4547 **Email:** daiva@landplanco.com
Web: www.landplanco.com

RFP-2021-22P

Mitchell Creek Floodplain
For City of Glenwood Springs

July 16, 2021

Wright Water Engineers, Inc.

WWE
WRIGHT WATER
ENGINEERS, INC.

WWE
Wright Water Engineers, Inc.
818 Colorado Avenue
Glenwood Springs, Colorado 81602
(970) 945-7755 TEL
(970) 945-9210 FAX
www.wrightwater.com
e-mail: sschreiber@wrightwater.com

July 16, 2021

Via Upload to Rocky Mountain E-Purchasing

Ryan Muse
City of Glenwood Springs
ryan.muse@cogs.us

Re: RFP-2021-22P-SH, Mitchell Creek Floodplain

Dear Mr. Muse:

Wright Water Engineers, Inc. (WWE) appreciates the opportunity to submit this proposal to perform evaluation and design work for the mitigation of the Mitchell Creek Floodplain. Regulatory floodplains are a specialty of WWE's, and we are very familiar with the drainage concerns facing the Mitchell Creek area. We also have creative solutions to alleviate impacts of the inundation on local properties in an environmentally sound and resilient manner.

WWE has extensive experience working on assignments related to evaluation, permitting, and mitigation of regulatory floodplains throughout Colorado. On staff we have 19 Professional Engineers that are licensed in Colorado who consistently work on regulatory floodplain projects as well as four staff members that are Certified Floodplain Managers (CFMs), including Project Manager Scott Schreiber. Recent floodplain mitigation projects have included very similar projects on Gypsum Creek, Fish Creek, South St. Vrain Creek, Lefthand Canyon, and Big Dry Creek. Recently, WWE completed floodplain evaluations at multiple locations on the Roaring Fork River, Frying Pan River, Roan Creek, Colorado River, and Divide Creek. In addition, WWE maintains a close working relationship with staff from the Colorado Water Conservation Board (CWCB) and the Federal Emergency Management Agency (FEMA) who are responsible for implementing floodplain requirements in Colorado.

WWE has supported the City of Glenwood Springs with planning and design services for the Three Mile Creek Confluence, coordination on floodplain evaluation for the Roaring Fork and Colorado River, and supported initial investigations on Mitchell Creek for grant work. The Mitchell Creek Floodplain project will be led by Scott Schreiber out of WWE's Glenwood Springs office, which will allow for efficiencies related to meetings and coordination in addition to WWE's knowledge of the creek from previous visits and river cleanups. Our proximity will also facilitate quick field visits to gather background information and observe projects as required.

I look forward to discussing our proposal with you.

Sincerely,

WRIGHT WATER ENGINEERS, INC.

By _____

Scott Schreiber, P.E., CFM
Senior Water Resources Engineer

DENVER
(303) 480-1700 TEL (303) 480-1020 FAX

DURANGO
(970) 259-7411 TEL (970) 259-8758 FAX

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A. Project Approach

Introduction

Wright Water Engineers, Inc. (WWE) is excited to propose on developing potential mitigation solutions for Mitchell Creek in the City of Glenwood Springs. WWE is very familiar with this area from our previous investigations for the City during the Mitchell Creek grant submittal process, but also through river cleanups with the City of Glenwood Springs River Commission. Both Project Manager, Scott Schreiber, and Project Engineer, Drake Ludwig, have walked this creek for almost its entirety from the confluence with the Colorado River to Donegan Road. They also spent the afternoon walking many of the overflow paths that encompass the neighborhoods. Mitchell Creek is a very special area for our firm and our City; therefore, we want to look for creative, resilient solutions to provide floodplain mitigation options to protect life and property, but also develop options that protect and enhance the natural areas we all love. Floodplain mitigation projects can be successful in both endeavors if the correct team is chosen to develop solutions.

Local Presence

All of the proposed work associated with this project will be managed and conducted from WWE's Glenwood Springs office. The office is less than five minutes away from Mitchell Creek, which will help in numerous ways. Most importantly, the proximity of WWE's office will allow for very simple site visits to evaluate existing conditions and ground truth proposed designs. This will also allow for more face-to-face meetings and meetings on-site at Mitchell Creek. Our proximity to Mitchell Creek also makes us intimately familiar with the area, which will allow efficiencies in developing concepts and furthering those concepts into final designs. Being local also grants us trust and rapport with the local constituents. We can show the local stakeholders that we are truly invested in the project and want what is best for the community. WWE has had an office in Glenwood Springs for over 40 years and our name is synonymous with water resource engineering in Glenwood Springs. Scott Schreiber also serves on the Glenwood Springs River Commission and thereby has an additional investment in our waterways. Scott can work as a liaison with the River Commission to keep them informed as the design progresses. Being local also allows WWE to think outside the box not just on flood mitigation strategies but in looking for win-win scenarios that benefit the environment. Our local presence will help greatly during the construction administration process because we will be available for as many on-site meetings as necessary.

Scope of Work

Hydraulics and Design

WWE envisions this project as twofold. The first element is to develop a hydraulic understanding of the riverine system to provide resilient designs that work with the community and with nature. These designs must be realized through an intricate modeling and mapping analysis to update the Effective Modeling, which will provide the Federal Emergency Management Agency (FEMA) with the technical information that it requires. It will be also WWE's job to make this information understandable to local homeowners.

The second element of this process will be understanding the design and construction feasibility aspects of the project. WWE's experience provides us with insight into what can be designed and constructed in

a densely populated neighborhood with businesses, roadways, schools, and a narrow riverine corridor. The creative solutions for this project must be envisioned through construction so that the products of hydraulic models can be feasibly designed and constructed. WWE has a keen understanding of what can and can't be done during the early stages of the process due to our extensive experience in modeling and design, and also our familiarity with the site.

Background Review and Kickoff

WWE is excited about this project due to the complexity of the mapping and modeling. As part of this proposal process, WWE has acquired the Mitchel Creek model and mapping package from the Colorado Water Conservation Board (CWCB). This includes the HEC-RAS models and the detailed descriptions of the modeling that was completed. WWE reviewed the floodplain documentation in detail and is well informed on the modeling process that was conducted. Overall, the modeling is highly detailed with many unique HEC-RAS features utilized, including lateral weirs, utilization of HY-8, modification of junction nodes, and 'hard-wiring' of flow split information. The City will need to hire a consulting firm with robust hydraulic engineering skills to analyze and update the modeling to meet the goals of the City. WWE's previous experience in detailed modeling and mapping of riverine systems with multiple overflow channels, flow splits, flow paths, weirs, etc. will allow us to efficiently update the Effective Modeling with the proposed mitigation options.

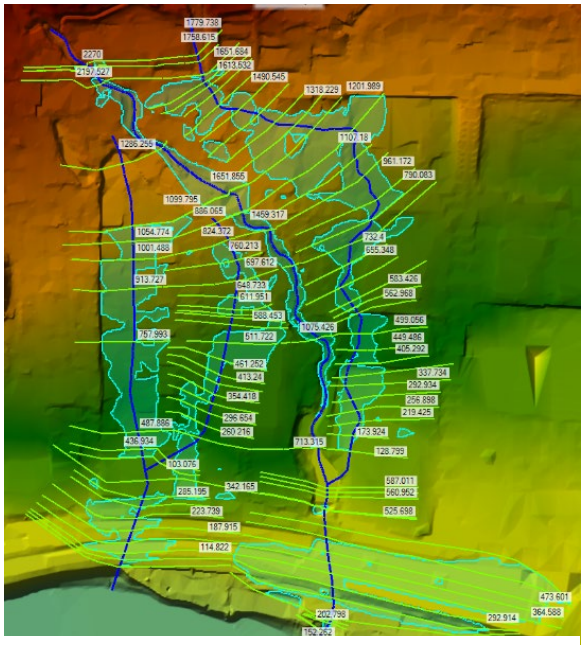

Figure 1. Screenshot of Effective Model in HEC-RAS.

WWE has had conversations with CWCB, and the technical consultants that developed the updated mapping for Mitchell Creek. At the onset of the project, WWE recommends conducting an in-depth conversation with these entities to understand the development of the modeling and mapping. Based on WWE's recent detailed review of the modeling, we have some questions and concerns on the modeling performed. While the City's goal for this project is not to question the Effective Models, but to work with them, WWE would recommend having a detailed conversation with the CWCB and their modelers on some aspects of the model that are unclear. These conversations will get all parties aligned and give WWE a head start on the Conditional Letter of Map Revision (CLOMR) submittal for any proposed work.

Initial Investigations and Options

After the initial conversations with CWCB and their consultants to discuss the Effective Models in detail, we recommend a robust evaluation of potential mitigation solutions. Initially, WWE would recommend a workshop with the City to understand the potential mitigation options they might have already developed or considered. This workshop will also allow us to brainstorm a wide range of mitigation solutions. During this stage of the project, all options should be considered, and no solution is too grand or infeasible. We have found that creative brainstorming can unearth unique solutions that might have seemed unfeasible but can be attainable. This process allows for a thorough development of potential solutions so that the public can understand ALL of the options, even if impractical. These solutions can

be as simple as increasing the capacity of a culvert, realigning the creek, purchasing properties, and increasing the size of the culvert beneath I-70.

Once all potential options have been developed, WWE will work with the City to understand the pros and cons of each through a multi-criteria decision matrix. This will allow us to compare the various attributes of each solution and weigh individual variables differently based on their significance. The attributes that could be compared are: benefit to the neighborhood and surrounding properties, cost, time, land acquisitions, number of properties removed from floodplain, intricacies, complexities, environmental benefit, etc. The development and evaluation of these mitigation solutions will be done in concert with the City and their staff. In the interest of public outreach, it is critical to document a robust decision-making process, so the public is informed and educated about the decisions being made. The review of potential mitigation options can also be completed in the field to help the community visualize the options and understand spatial factors that should influence the decision.

WWE will utilize the existing modeling and our background information to initially run various mitigation options to identify the benefits. It should be understood that a single solution will probably not address all the flooding concerns of the City. WWE will initially look at options of increasing the sizes of culverts at Donegan Road and Center Drive. As part of this assessment, WWE will also evaluate the need to increase the capacity of the culvert beneath I-70. From our review of the modeling and mapping, we think increasing the culvert sizes will help the flooding concerns along Mitchell Creek, but will not address all the concerns. Culvert resizing needs to be coupled with an understanding of how the stream and floodplain alignment might also have to be modified to account for larger crossing structures. Beyond increasing the structure size, WWE has experience in activating floodplain conveyance structures by adding additional crossings to control the floods where they occur. This is a better solution than trying to force or manipulate flows to another location.

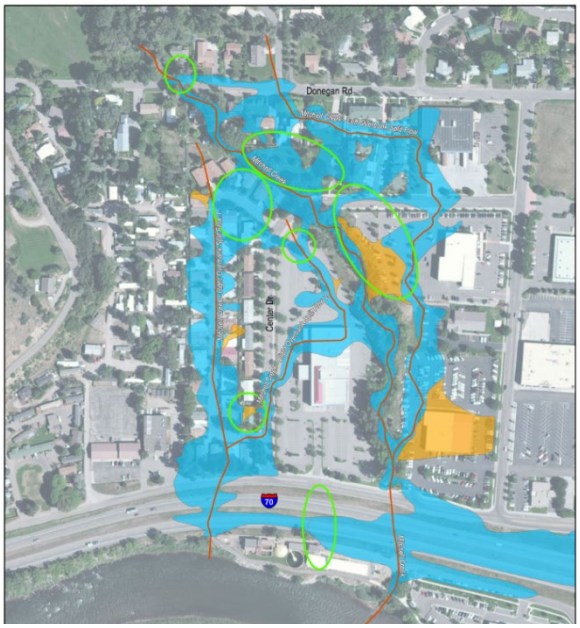

Figure 2. Screenshot showing areas where flow transitions from one alignment to another, signifying areas to be evaluated as part of mitigation options.

For example, we understand from the HEC-RAS modeling that the 100-year storm event is about 865 cubic feet per second (cfs) and the culverts at Donegan Road and Center Drive can convey 479 cfs and 394 cfs, respectively. The remainder of the flow at these locations inundates the streets and flows away from Mitchell Creek. Therefore, a simple solution might be to replace the culverts with a larger size, but due to the perched nature of the creek and low-lying surrounding areas, investigations need to be conducted to determine how the expanded culvert will fit into the surrounding topography and floodplain. Options such as adding culverts may keep the roadways from overtopping, but where these culverts would daylight, and at what elevation, would be uncertain. Additional conveyance that is not centered around the road crossings, or activation of areas of surrounding land not encompassed by homes or structures, might be necessary to increase the capacity of the floodplain and convey flood flows. Additional mitigation options and concerns will be discussed later.

It will be paramount to first understand what can be done to keep the flood flows within the Mitchell Creek corridor and look for options that keep split flows from occurring. Whether this is done by modifications to crossing, widening of floodplains, inclusion of overflow channels, or acquisition of property, it is best to keep the floodplain in a reduced corridor. This will not only reduce the number of inundated properties, but also reduce maintenance needs when a flood occurs. Once those options have been maximized, if there are still split flows occurring, the next alternative is to evaluate ways to reduce the impact of the split flows.

Other areas of investigation into the Effective Modeling will be to understand potential locations for channel and floodplain grading. The goal of this work will not be to channelize the creek, due to the damage that channelization can cause once a creek starts to flood, but to work with the surrounding areas to look for additional areas of floodplain connection. Along the reach of Mitchell Creek being investigated are portions of two large car dealerships that could potentially be utilized as overflow channel paths. These areas could also be used to re-combine the split flows that occur upstream. In addition, the City has available property that could be investigated for options to provide flood relief. These areas could include floodplain culverts to connect roadways that are currently being overtopped. The areas utilized as flood flow paths do not have to be unusable. They could still contain parked cars for the dealership; be active park play areas; or be utilized as roadway corridors. These overflow channel flood paths will only be activated during less frequent storm events.

Figure 3. Photo of culver conveying the left split flow alignment beneath I-70 at a grate inlet.

Another potential option is utilizing the roadway corridors as overflow paths. While this is not the best option because it limits emergency vehicle access, it is better to flood a roadway than a personal residence. A large portion of the left split flow floods down Mountain Mobile Home Park and through the homes at the end of the road. There are two concerns with this flow area: the first is the fact that the entire road and most of the homes are inundated; the second is that there is no outlet from the area and the flood flows must pass through a small ditch between two homes at the end of the road. This entire area also drains to a drop inlet into a corrugated metal pipe that is not conducive for flood flows. From the HEC-RAS modeling it can also be seen that this culvert is not even modeled, and all flow is assumed to be conveyed over the highway. The roadway in this area could be lowered and the inclusion of an overflow channel at the end of the road that has capacity to convey the flow towards the frontage road could be investigated.

Figure 4. Photo looking upstream at Gregory Park showing levee configuration on right side of picture.

Gregory Park is another unique area with a lot of opportunity. The creek and the river on the left floodplain are owned by the City. The area on the right floodplain consists of a series of houses but it is parceled as one lot.

From field investigations, it can be seen that an un-official levee exists at this location. Downstream of the park is the Center Drive crossing. This area could be maximized by incorporating overflow channels and wider floodplains along the left side of the creek through the park and then connecting downstream though Center Drive with overflow culverts and additional floodplain grading. This area of relief could benefit the many homeowners along Mountain Mobile Home Park.

Parcels and Ownership

A key element of any proposed mitigation solution is understanding where it resides with regard to parcel limits. Our understanding is that the intent of this project is not to purchase properties outright, nor to have people leave the homes and properties they have resided in for decades. Therefore, a social balance for the proposed work is necessary. From review of the City's parcel data, it can be seen that the City owns a considerable amount of land along Mitchell Creek upstream and downstream of Center Drive. The majority of the parcels surrounding the Mitchell Creek downstream of Center Drive are larger businesses, most being car dealerships. In our previous experience, working with businesses with large parcels of land can provide some flexibility in developing mitigation options as they might not be as emotionally invested in their land and may be willing to work with municipalities if it could benefit the business and remove flooding concerns. Further investigation of the City's parcel data shows there are a considerable number of private homes throughout the split flow areas, but a large portion of these homes are within a single lot, which can be beneficial also. Again, WWE's goal and understanding of the City's goals is not to displace homes or businesses, but if necessary or requested, WWE does know how this can be done.

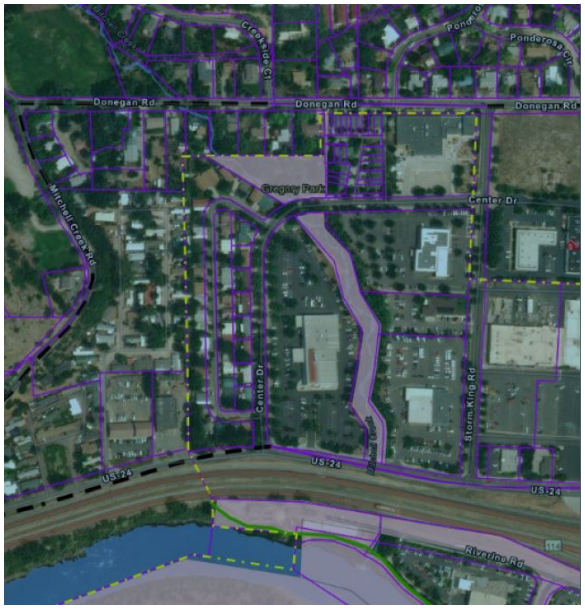

Figure 5. Screenshot highlighting City owner parcels surrounding Mitchell Creek.

I-70

Coordination with the Colorado Department of Transportation (CDOT) and an understanding of the hydraulics associated with I-70 are essential. In riverine systems, the downstream elements can be the ultimate control point of all hydraulics upstream. The existing culvert beneath I-70 can only convey about 250 cfs. This was analyzed using HY-8, not HEC-RAS, due to its more robust ability to evaluate the hydraulics at the road crossings of HY-8. Even if the entire 100-year event can be conveyed to I-70, the culvert providing conveyance beneath I-70 and the frontage road would be the limiting factor. Also, based on review of the modeling, we believe that due to the inability for the I-70 culvert to convey the 100-year storm event, water would back up and head to

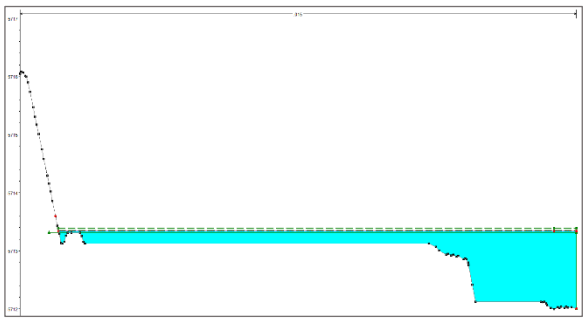

Figure 6. Screenshot showing HEC-RAS cross section at I-70 that does not tie into existing grade on right side, potentially showing flow toward roundabouts at west Glenwood Springs exit.

the east down the frontage road, potentially inundating the roundabouts at the West Glenwood Springs exit.

The I-70 culvert would need to be increased from a 6-foot-diameter corrugated metal culvert to an 18-foot-wide by 6-foot-tall reinforced concrete box culvert to convey the 100-year event. The existing culvert has been repaired in the past. As can be seen during field investigations, the floor of the culvert has an approximately 4-inch concrete bottom poured into it, rising to about 1/3 of the way up the culvert wall. It should also be noted that there is a 3-to-4-foot vertical drop at the end of the culvert that limits aquatic organism passage, which should be addressed in any design. As previously discussed, the drop inlet located to the west of the main I-70 crossing should also be evaluated.

Figure 7. Photo of 6-foot-diameter CMP culvert conveying flow beneath I-70 with concrete lining.

CDOT and Garfield County Coordination

As part of this project, coordination and outreach will be required. Coordination will be required with CDOT related to I-70. WWE is currently coordinating with Stuart Gardner and Joel Berschauer of CDOT on three different projects throughout the West Slope. These contacts and relationships will be important to provide coordination with CDOT on proposed mitigation options. It will be important to understand what options are available in the short term and the long-range plans for this culvert. Coordination will also be required with Garfield County. due to the fact that Donegan Road and the upstream watershed of Mitchell Creek are located in Garfield County. If there are any proposed improvements at or around Donegan Road, coordination with the County will be required. We are currently working with Garfield County on two floodplain projects, one dealing with a culvert at Canyon Creek, as well as Providing support for the County's Hazard Mitigation Plan.

City and Public Outreach

WWE understands that public outreach, especially with the homeowners that are now within the special flood hazard area, will need to be performed. WWE enjoys and promotes public outreach through educational activities. This allows us the opportunity to discuss the project with homeowners in a group or a one-on-one setting where we can gain trust and establish rapport. We also look to the public to provide information on what flood concerns they have and in which areas they have seen floods. This outreach is a necessary process for all publicly funded projects. We could hold the public outreach meetings at the City Hall, but we also welcome on-site meetings to discuss the recommendations in situ. WWE also believes that on-site meetings are necessary for any mitigation options that will take place in close vicinity to private property. WWE recently completed multiple public outreach meetings for Three Mile Creek, and they were very well attended. While WWE is quite comfortable in performing the public outreach in house, we have included Jon Altschuld from Chinook Landscape Architecture in this proposal to support public outreach as needed. Chinook Landscape Architecture is also skilled in developing any graphical renderings necessary for the public outreach process that can help to convey technical information more artistically.

Our team will present our findings to the City at various stages. These presentations will be built upon designs developed and conveyed in a clear and concise manner. These presentations can be open to the public if the City chooses. WWE will maintain an open dialogue with City staff as the project progresses.

Two-Dimensional Hydraulic Modeling

WWE recommends two-dimensional hydraulic modeling of Mitchell Creek to inform designs. The Effective Model for Mitchell Creek was developed on HEC-RAS 5.0.3 via a one-dimensional analysis. In addition to the fact that HEC-RAS 5.0.3 has known errors and is difficult to correlate with other versions of HEC-RAS, one-dimensional modeling like HEC-RAS 5.0.3 only models the flooding where there are cross sections which can lead to bias analysis or overlooking of low-lying areas. Two-dimensional modeling was developed for split flow scenarios exactly like Mitchell Creek. Two-dimensional modeling removes the opportunity to have bias results based on cross section locations. Two-dimensional modeling also removes the need for weirs, junction points, or split flow alignments, as the entire area is modeled as one 'surface.' WWE has become so efficient at two -dimensional modeling that we can develop two-dimensional models quicker than one-dimensional models. Two-dimensional modeling does require a complete and accurate digital elevation model to perform the analysis. However, from our review of the Effective Modeling and mapping, we believe that LiDAR with ground surveyed cross sections available from the County might be enough to develop a full two-dimensional model. Chinook Landscape Architecture also has the ability to fly LiDAR-enabled drones to map the area more accurately if required. The most recent release of HEC-RAS, version 6.0, now allows for the modeling of crossing structures two-dimensionally.

Federal Emergency Management Agency (FEMA) Grants

WWE is well versed in the process required to receive grants from FEMA. About two years ago, WWE was asked by the City to develop costs to improve the crossing at Donegan, which were used as part of a FEMA grant application. Furthermore, WWE has supported FEMA grants for other municipalities. We understand that an extension for the FEMA grant has already been executed, but that the funding must be applied for before the end of the year. We believe we have a way to work with the City to ensure they are able to fully utilize the approximately $60,000 authorized by FEMA within this timeline. We also have experience in requesting additional funding from FEMA in situations like this. We will adhere to the grant requirements as necessary and work with the City to determine viable options to address additional funding needs. If the project presents unique opportunities to also bolster the environment, there are other multi-benefit grants available when coupling flood mitigation with watershed resiliency.

Holistic Approach

Mitigation projects should be addressed with a holistic approach to understand the impacts of one design alternative to another, and not all design solutions can be implemented at the same time. Our understanding is that the reconstruction of the culvert beneath I-70 might not currently be feasible, but the culvert should still be planned for in its future condition as well as its existing condition. The goal of this project will be to mitigate the floodplain impacts to surrounding properties as much as possible. WWE will look for long-term and short-term solutions to address the flooding concerns. Our planning will take into account this phased approach so that we are set up for success during future phases.

Mud and Debris Flow

When developing floodplain mitigation options, thought should be given to potential mud and debris flows that can impact this reach. Living in Glenwood Springs after the Grizzly Creek Fire has made us all aware how mud and debris flows can affect our daily lives. WWE is an expert in evaluating mud and

debris flows and is currently working with the CWCB on a statewide initiative to address this problem and performing analyses on the massive fires in California and Oregon. Mud and debris flows can be triggered under existing conditions or even amplified following a wildfire. While FEMA mitigation solutions do not require a mud and debris flow analysis, it would be recommended by WWE to understand what happens if one occurs. The main reason for this analysis would be to understand how emergency corridors are impacted. WWE can use rudimentary flow bulking factors developed for Pitkin County through a previous study we did to understand what the flow rate of a 100-year mud and debris flow might be. We can also work with the City to understand potential mitigation measures to reduce the impact of those mud and debris flows.

Survey and Right-of-Way Analysis

WWE utilizes Bookcliff Surveying Services for all survey and right-of-way analyses. Since the exact proposed mitigation solutions are not yet known, the level of effort required by our surveyors is unknown. We will utilize existing data as it is available from the Effective Model mapping and other available data sources such as County LiDAR data. From review of background information, the Effective Model was developed with LiDAR supplemented with ground survey at the cross section and structure locations. Our team also includes two Federal Aviation Administration certified drone pilots. We can utilize drones for aerial imagery and photogrammetry-based digital elevation models. We can also utilize drones for acquiring new LiDAR of the area if necessary.

Because the Effective Model was recently developed, we assume that additional surveying will not be required for the initial hydraulic modeling and alternative analysis, but surveying will be required for the development of design drawings. The survey generated will incorporate utility information we acquire through the use of standard utility mapping, locating service, or performance of in-depth subsurface utility engineering investigations. The surveyor will also be used to document parcel boundaries and ALTA surveys as required to accurately place parcel boundaries, rights-of-way, any temporary easements necessary for construction, and permanent easements for final implementation.

Geotechnical Investigations

WWE has included CTL | Thompson (CTL) for any geotechnical investigations and reports required. Due to the uncertainty of the best mitigation solutions, the exact scope of geotechnical reconnaissance cannot be determined yet. We anticipate the need for at least a couple of geotechnical bore holes to understand the sub-surface soil properties. Initially, data sources such as the United States Geological Survey (USGS) Soil Mart will be utilized to understand broad soil characteristics and properties. CTL will also provide any pavement recommendation for proposed mitigation measures. CTL will be able to provide support on any geological hazards that exist in the area.

Subsurface Utility Engineering Investigations

WWE will use Survey and Mapping, Inc. (SAM) to provide any Subsurface Utility Engineering (SUE) required. SAM provides various quality levels of mapping from typical utility locates, to non-obtrusive ground penetrating radar, to more intrusive potholes. The various levels of service provide different levels of accuracy. Once the mitigation solutions have been conceptually chosen, WWE will work with SAM to develop a utility investigation plan. The level of work required will also depend on where the mitigation project will be located. As part of the design process, we will coordinate with known utility providers on whether their utilities might be in conflict with proposed designs.

Cost Estimates

Cost estimates for the proposed work will be developed at the preliminary and final design stages as requested in the Request for Proposal (RFP). Our previous experience in developing cost estimate for similar projects will allow us to understand the feasibility of various mitigation options to help determine the preferred mitigation option. As construction costs are widely variable, we will utilize the most recent cost data from similar projects in the area. WWE also routinely involves contractors in the cost estimation process to ensure costs are as accurate as possible. This information will be useful in applying for additional grants to construct mitigation solutions.

USACE Permitting

Work taking place in or around our waterways will require coordination with the US Army Corps of Engineers (USACE) with regard to Section 404 of the Clean Water Act. It is our initial intent to permit the work through Nationwide Permit 14, Linear Transportation, which allows for ¼ acre of impacts to non-tidal waters. A pre-construction notification to the USACE will be required if the disturbance is greater than 1/10 of an acre. WWE works closely with Travis Morse of the USACE on numerous ongoing projects locally. Due to our past involvement with ecologically uplifting projects, we will be able to efficiently navigate this permit process. Once the proposed mitigation measure is selected, we will work with the USACE to verify the required permits and supporting data.

CLOMR Submittal

WWE is highly knowledgeable of the CLOMR submittal process through FEMA. The fact that an Effective Model is readily available and recently completed will allow efficiencies in this process. Once the alternatives analysis has been completed and mitigation options have been selected, the next step will be to develop the documentation for a CLOMR submittal. This submittal process can take place prior to final design, as long as those designs do not change drastically. Due to our successful completion of other CLOMR revisions, it is WWE's understanding that the CLOMR fees should be waived since this project is federally funded. CLOMR review fees can cost approximately $9000, therefore, being able to navigate this process will be important. WWE will submit any CLOMR information through FEMA's online database, which we are currently registered on and approved to use. This will allow efficiencies in the process. We also have great relationships with many of the FEMA reviewers from Compass that will allow for efficiencies and reduction of additional data requests.

Preliminary and Final Design with Bid Documents

At WWE, we pride ourselves on the quality of our design documents. Designs will be developed from concept plan views, to detailed preliminary designs, to full complete sets for final designs. This project will develop a living set of design documents that are constantly being updated as the project progresses. The designs developed will be very clear and precise to aid in the ease of construction. All designs will be developed on a spatial state plane coordinate system and applicable vertical datums. The final design plans will include typical design sheets with cover, notes, horizontal control, overall plan views, plan and profile views, and details. Pertinent hydraulic information will also be included in the design set to allow for one encompassing set that can also be used to apply for the CLOMR. Spatial plan information can also be developed on GIS and Google Earth platforms.

The preliminary designs will be used to convey information to the City, but also to the community and other stakeholders. These designs will be technical while conveying information that can be easily understood by non-technical stakeholders. If designs do incorporate private property, it will need to be very clear what benefit these designs provide to the property owner. WWE is able to develop more artistic graphical renderings of designs if requested.

Final bid documents will be developed based on the final design. These will include special project provisions and quantities necessary to bid and build the complete project. This information will be compiled and delivered to the City to be incorporated in their standard front end contract documents. CDOT specifications will be used initially and then updated as necessary. Mile High Flood District specifications would also be useful for this project as they are more water centric and focused on drainage projects to ensure the project is built adequately to resist future flood events.

The final design documents will include erosion control plans as required. Depending on the size of the work area, a formal submittal to the CDPHE might be required if the work area is over an acre. Working around creeks and rivers is sensitive in nature, therefore, the erosion control plans are integral to not harming the surrounding environment and not putting additional sediment loads in our precious waterways.

Included in the design plans will be revegetation plans. The revegetation plans will depend on the mitigation measures selected. WWE also specializes in stream restoration and takes revegetation very seriously. Firstly, the revegetation aspects are the main elements people see seat the conclusion of a finished project. Secondly, the revegetation plan is what allows for a resilient design. Choosing the appropriate vegetation for the restoration is vital. Our previous work with the River Commission in developing planting guides will be a great basis for such work. We have also included our colleagues at Biohabitats, who can support the project revegetation as required.

Traffic control plans will be developed initially by Legacy Traffic Management. These plans will give us a detailed understanding of how any traffic patterns might be impacted and what might need to be adjusted based on the chosen mitigation measure. While the traffic control plans developed through this planning and design process will need to be updated by the selected contractor, these will give the City a clear understanding of how traffic will be routed. We will look for creative solutions to implement the chosen alternative to limit traffic closures by utilizing pre-cast structures wherever possible.

Bid Support and Construction Administration

Following final design development, WWE will support any bidding and construction administration required. We will respond to requests for information from contractors during the bidding and construction process. We will provide construction support at the level the project requires, but also as the City requires. Our local presence will again be helpful for this endeavor.

Challenges and Opportunities

WWE has identified a list of potential challenges from our initial review of the requested work. However, WWE welcomes the possibility of turning these challenges into an opportunity to educate people and the community, and to look for win-win solutions that benefit all parties, including the ecosystem. This project could result in the opportunity to address the larger issue of the limited conveyance of the culvert beneath I-70. It should also be clear that these challenges are not unique to Glenwood Springs, and we have addressed many of the same issues for other communities. Below is a non-exhaustive list of potential challenges presented in no particular order:

- Urban Corridor
- Limited Space
- Complex Model
- Evaluation of Solutions
- Environmentally Friendly
- Resilient Solutions
- Mixed-Use Properties
- Well-Connected Floodplain
- Highly Vegetated Corridor
- City-Owned Land

- Garfield County Parcels
- CDOT Right-of-Way
- Design and Construction Funding
- Existing Utilities
- Accuracy of Effective Model
- Shallow Crossings

Multi-Benefits

WWE takes pride in being one of the best hydraulic engineering firms in the state of Colorado. This is not only because we find solutions to complex problems dealing with flood mitigation, but we also strive to find multi-benefit projects to enhance the community as a whole. As part of any riverine project, we look to provide ecological and biological uplift to the system. This not only serves nature and the public ability to enjoy our beautiful corridors, but if we develop designs that are in harmony with nature then the ultimate solution will be much more resilient and adaptive to various hydraulic scenarios.

Figure 8. Photo showing fish barrier at Mitchell Creek outlet to the Colorado River.

The Mitchell Creek corridor is very beautiful and enjoyed by many members of the community, including our wildlife. As part of all the designs, we will strive to blend nature with engineering by utilizing bioengineering techniques and resilient watershed solutions to reduce the flooding impacts. Currently, WWE is also working with Trout Unlimited to provide fish passage to many of the headwater streams around Glenwood Springs and we would bring the same vision to this project. While it is understood that the modification to the culvert beneath I-70 might not be currently feasible, we will ensure that any of our designs throughout the remainder of the study area provide for fish passage and connectivity of our waterways. This is important when there is minimal vertical space available at a crossing and therefore the crossing must be very wide. These over-wide culverts create barriers for fish due to the limited depth during most flow regimes, which limits the ability of aquatic organisms to move upstream. There is no reason a project cannot be designed to provide both flood conveyance and environmental benefits.

Additional Information on Partnering

WWE be the primary firm responsible for this project, but we also have a collection of skilled and knowledgeable subcontractors, with whom WWE has had successful working relationships, who can be called upon as needed. WWE understands budget sensitivity when it comes to design work, therefore WWE will initially be the only company authorized to perform work on this project. As specialty contractors are required, we will inform the City of their role and scope to keep clear lines of communication. WWE will partner with the local firms of CTL | Thompson for geotechnical engineering services, Bookcliff Survey Services, Inc., for surveying services, Biohabitats for vegetation recommendations and permitting, Chinook Landscape Architecture for public engagement, and Survey and Mapping, Inc., for subsurface utility engineering.

CTL | Thompson. CTL performs geotechnical services in Colorado, Wyoming, and Montana, and has an office in Glenwood Springs. CTL's thorough and thoughtful team of engineering consultants and field

technicians can identify potential design and construction-related issues in commercial, residential, and industrial projects, and recommend sound engineering solutions—saving clients time, and more importantly, money. CTL's geotechnical engineers, geologists, and scientists are seasoned professionals with backgrounds in geotechnical, civil, environmental, and structural engineering, industrial hygiene, biology, and geology. CTL has built time-tested trust in the Glenwood Springs community through its technical excellence, industry experience, high standards of performance, and professionalism.

Bookcliff Survey Services, Inc. Bookcliff is a multi-disciplined land surveying organization located in Rifle, Colorado. Founded in 1999, the company has enjoyed excellent success in providing a wide variety of surveying services to county and city governments, large and small private developers, engineers, construction companies, oil and gas companies, attorneys, and landowners throughout the Western Slope and mountain areas of Colorado. Bookcliff is the largest land surveying company in Rifle. Their current staff includes 1 registered land surveyor, 3 drafting technicians, and 2+ field crews. Bookcliff utilizes Trimble® Global Positioning System equipment, Trimble® Robotic Total Stations, Digital Levels, and Sonarmite Echosounder in conjunction with Trimble GPS for underwater topography surveys. They are also an expert in the use of aerial photogrammetry for large boundary surveys and stormwater management projects, and skilled in the use of Lidar technology.

Biohabitats was established in 1982 and focuses exclusively on conservation planning, ecological restoration, and regenerative design. Biohabitats consistently uses an interdisciplinary approach that provides a breadth of technical skills to meet varied project needs. They approach restoration from a perspective grounded in natural systems, creating plans that accommodate the wide range of natural conditions typical of dynamic systems. Biohabitats has helped public and private clients throughout the United States develop restoration projects that are ecologically sound, realistic to implement, and cost-effective to manage, including numerous Front Range streams, such as the Poudre and Big Thompson Rivers, St. Vrain and Left Hand Creeks, and Boulder and South Boulder Creeks.

Chinook Landscape Architecture, LLC, is a Colorado-based landscape architecture firm with a specialization in public engagement, environmental restoration, and open space/trail planning projects. Founded in 2017, Chinook prides itself on working closely with clients to develop unique and creative solutions to complicated projects throughout Colorado. Often, this involves working with emerging technologies and trends such as drone data collection, geo-located public surveys, innovative trail planning, and environmental play. Chinook embraces these technologies and trends, and its founder, Jon Altschuld, regularly presents and teaches at universities, conferences, and trade shows on these subjects.

Survey and Mapping, Inc. (SAM) provides utility engineering services to help project owners and developers capture a more complete picture of existing site infrastructure, laying the groundwork for faster and more reliable planning, design, construction, and utility relocation. As the nation's largest combined geospatial and construction services firm, SAM can rapidly pivot to adapt to changes on the ground. With the help of the industry's most innovative technologies, SAM's team provides results with unprecedented accuracy and speed. SAM offers both geospatial and construction services expertise.

Additional Information on WWE

WWE has received all three addenda and meets the insurance requirements for this project. Signed addenda and our certificate of insurance are provided in Attachment A.

B. Technical Expertise

The firm of Wright Water Engineers, Inc. (WWE) is described below, followed by information on the staff members and subcontractors who would work on the Mitchell Creek Floodplain project.

Wright Water Engineers, Inc.

Founded in 1961, WWE has three Colorado offices located in Glenwood Springs, Denver, and Durango. Our staff totals approximately 45 people and includes senior level engineers, hydrologists, designers, biologists, chemists, geologists, hydrogeologists, and environmental scientists. WWE works throughout the United States and has approximately 150 active clients. In Colorado, our experience includes work on the Western Slope and throughout Front Range communities.

WWE's level of client satisfaction is extremely high. We send out annual surveys to our clients in which we ask eight questions that can be answered on a scale of 1 to 5 (where 5 is outstanding). The questions include such topics as professional competence, timeliness, cost effectiveness, responsiveness to concerns, clarity of written and verbal communication, etc. We send out about 400 surveys every year and we receive about 200 back. Our composite score is 4.7. Representatives of the University of Denver School of Business, who helped us get this survey process started, have indicated that this is an extremely high rating for a service organization.

Our company was privileged to receive two prominent awards related to overall business practice and ethics: (1) the 1996 Colorado Ethics in Business Award, which is awarded by the University of Denver, Ritchie School of Business and many other prominent Colorado institutions (this is considered by many as Colorado's top annual business award), and (2) the 1999 national Ethics in Business Award given by the Society of Financial Professionals. The noteworthy aspect of these awards is that they were based on extensive surveys of our staff, clients, people who oversee our work, such as federal, state, and local regulators, and institutions that we support financially.

WWE has 60 years of experience working on issues related to stormwater including extensive experience on the analysis, design, and permitting of projects located within regulatory floodplains, including mitigation. A benefit of using WWE for floodplain services is that WWE has expertise in many peripheral topics that may arise. For example, WWE also provides wetland delineation and permitting, detailed cost estimates for land development projects, stormwater management, master planning, floodplain management, and GIS services. This means that WWE will analyze floodplains with a "big picture" perspective and that WWE can provide targeted input and troubleshooting as needed.

WWE has prepared many Flood Hazard Area Delineations working with the Mile High Flood District (MHFD) and are very familiar with MHFD, FEMA, and CWCB floodplain and floodway rules and policies. WWE has assisted in many successful CLOMR and Letter of Map Revision (LOMR) applications to FEMA, including hydrology CLOMRs for the South Platte River and Clear Creek. Currently, WWE is working with several clients to analyze floodplains using the updated version of the Colorado Urban Hydrograph Procedure (CUHP) and National Oceanic and Atmospheric (NOAA) Atlas 14-point precipitation depths.

Personnel

WWE be the primary firm responsible for this project, but we also have a collection of skilled and knowledgeable subcontractors, with whom WWE has had successful working relationships, who can be called upon as needed. During the initial phases of the work only WWE will be authorized to support this project to reduce impact to the budget. Scott Schreiber, P.E., CFM, will be the City's point of contact responsible for all Mitchell Creek Floodplain services. He and the other WWE professionals who would perform these services for the City are described below. An organization chart for the team is provided as Figure 9. Short resumes for these personnel are provided in Attachment B.

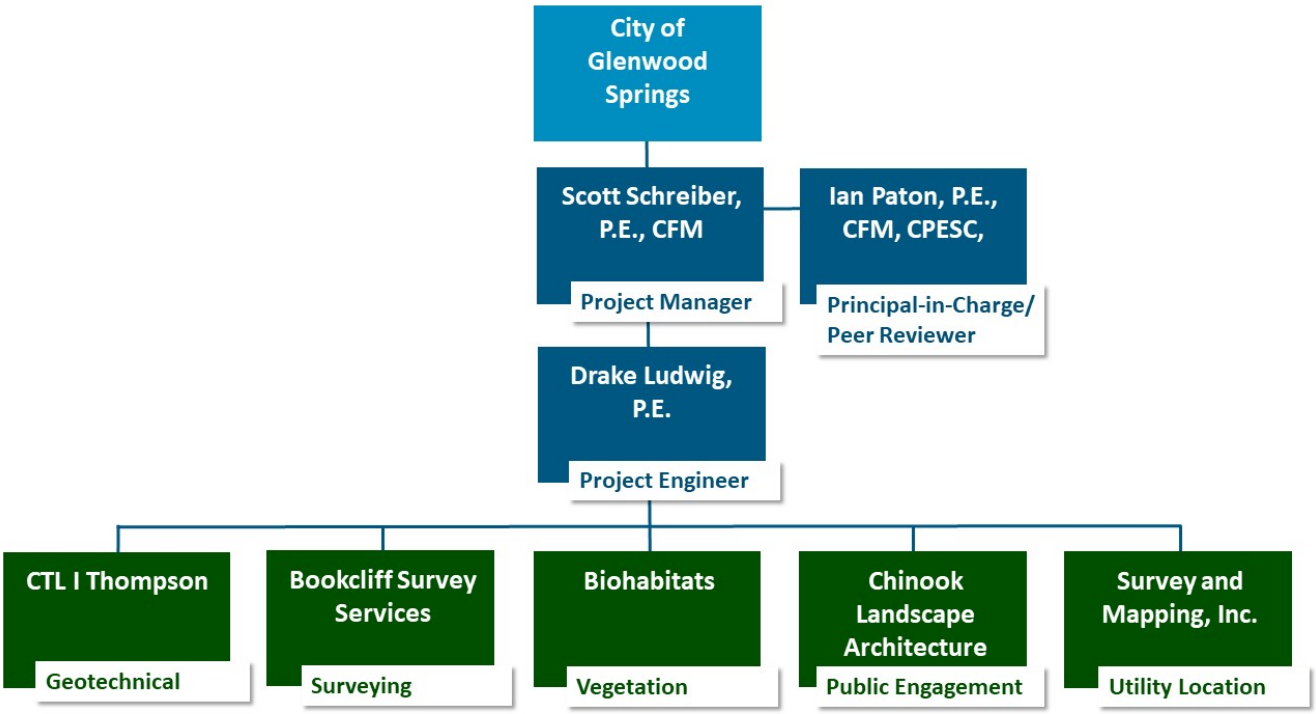

Figure 9. Mitchell Creek Floodplain Project Team.

Scott Schreiber, P.E., CFM, is a Senior Water Resource Engineer in WWE's Glenwood Springs office and will serve as Project Manager for this assignment. Scott has more than 15 years of experience, including multiple projects supporting entities like the City of Glenwood Springs. Scott is a Certified Floodplain Manager (CFM). Scott has been the lead on several floodplain mitigation projects, such as the Lefthand Canyon Design Build, South St. Vrain Flood Mitigation, and Fish Creek Flood Recovery. He has worked on CLOMRs for entities like Town of Vail, Town of Gypsum, and Boulder County. His experience with floodplain projects ranges from initial evaluation of design hydrology influencing the watershed to development of hydraulic models and understanding capacity and constraints. He has additional experience in stream restoration, erosion and sediment control, water budget analysis, Clean Water Act permitting, corridor planning studies, land development, groundwater studies, athletic field design, floodplain submittals, and LID and LEED designs. Scott is proficient with HEC-RAS, SWMM, Civil 3D, ArcGIS, RiverCAD, StormCAD, CUHP, and HY-8. Scott has a Master of Engineering degree in water resource engineering and management from the Georgia Institute of Technology (Georgia Tech)

and a Bachelor's degree in civil engineering from Virginia Polytechnic Institute and State University (Virginia Tech). His projected availability for the next year is an average of 25% per month.

Ian Paton, P.E., CFM, CPESC, is President and a Principal-in-Charge at WWE. He has over 20 years of experience at WWE, serving in lead roles on numerous stormwater projects involving floodplain analysis, permitting and mitigation, hydrologic/hydraulic analysis, channel stabilization, 404 permitting, and drainage plans. Ian is the Project Manager on a project to improve the flood resiliency of Fountain Creek in Pueblo County and the City of Pueblo. Ian will work in a technical and administrative advisory role for this project. In addition to being a registered Professional Engineer, Ian is a CFM and a Certified Professional in Erosion and Sediment Control (CPESC). His projected availability for the next year is an average of 25% per month.

Drake Ludwig, P.E., is a water resources engineer with WWE with six years of professional experience in planning, modeling, and design. He has worked on numerous watershed planning studies and drainage design projects throughout Colorado, including floodplain analyses. He has an in-depth knowledge of the modeling tools that will be used on this project. He has extensive experience in permitting, designing, and constructing drainage projects in stream and urban environments. Drake is proficient in hydrologic as well as 1D and 2D hydraulic modeling. He has extensive experience using ArcGIS and AutoCAD Civil 3D to develop complex watershed models and detailed construction documents. Drake has a Bachelor's degree in environmental engineering from Colorado State University. His projected availability for the next year is an average of 30% per month.

James Kellogg, P.E., is the Division Manager of the Glenwood Springs, Colorado, and the Bozeman, Montana, Division of CTL. He will perform geotechnical services for this project as needed, utilizing decades of experience in slope stability analysis, mudflow analysis, excavation retention, dewatering systems, underpinning, and expansive and consolidating soils. James also worked as the lead hydrographer and augmentation plan coordinator for the Division 5 office of the Colorado Division of Water Resources from December 2006 through August 2015. His projected availability for the next year is an average of 25% per month.

Wayne Kirkpatrick is an owner of Bookcliff Survey Services in Rifle and will provide surveying services as needed. He is a construction Project Manager who is experienced in river and creek restoration and floodplain surveys. Wayne has performed existing conditions surveys on Roan Creek, Canyon Creek, and Grass Valley Ditch. He is skilled with Trimble® Global Positioning System equipment, Trimble® Robotic Total Stations, Digital Levels, and Sonarmite Echosounder in conjunction with Trimble GPS for underwater topography surveys. He is also skilled in the analysis of aerial photogrammetry for large boundary surveys and stormwater management projects. His projected availability for the next year is an average of 20% per month.

Susan Sherrod, PhD, PWS, a certified senior ecologist with Biohabitats, will provide recommendations as needed for revegetating the project area, which will be incorporated into the conceptual designs. She can also provide input regarding permitting considerations related to streams, wetlands, and critical species. Susan has over 10 years of professional experience specializing in ecosystem restoration, vegetation assessments, mine reclamation, threatened and endangered species

conservation, wetland delineation, biological assessments, and landscape monitoring. She is familiar with the needs of restoration projects in a variety of ecosystems including grassland, wetland, riparian, alpine tundra, subalpine forest, Great Basin, and southwestern deserts. Susan's projected availability for the next year is an average of 20% per month.

Jon Altschuld, RLA, ASLA, is a registered Landscape Architect and owner of Chinook Landscape Architecture, who will provide public engagement on this project as needed. He is a Project Manager with more than 10 years of experience in the design of riparian corridors, natural areas, trails and open spaces, ecological restoration, parks, streetscapes, and transportation planning. He has expertise in presentation graphics, 3D visualizations, and GIS mapping applications. Jon provided public engagement and landscape architecture services for the City's Three Mile Creek Confluence project. Jon has experience with facilitating public outreach and meetings on many other projects, including the John Meade Park Master Plan, the Cherry Hills Village Trails Master Plan, the City of Evans Riverside Park Master Plan, Trinidad Trails and Greenways Master Plan, and the I-25/Cimarron Interchange. His projected availability for the next year is an average of 20% per month.

Timothy Sullivan, P.E., PMP, of SAM will provide subsurface utility engineering (SUE) on this project as needed. He has experience in SUE, new construction, engineering design, renovations, environmental and radiological remediation, mining, and operation and maintenance projects. He collaborates with contractors to execute and complete engineering designs and plans; ensure adherence to project budget, schedule, work specifications, quality standards, and safety procedures and practices; review change orders; report and present project status to clients, regulators, and stakeholders; staff and coordinate field work with craft labor and contractors; and resolve technical on-site issues. His projected availability for the next year is an average of 15% per month.

C. References

Below are three reference projects recently completed by WWE Project Manager Scott Schreiber that deal directly with floodplain mitigation. A fourth project is also provided, which represents a complete river remapping including a Hydrologic and Hydraulic CLOMR. Many additional projects can be provided upon request. Most projects that Scott works on include floodplain evaluations. Whether the project is directly related to mitigation, a complete remapping of a creek's floodplains, or part of a large analysis for a stream restoration project, floodplain evaluations are the "bread and butter" work performed by WWE. WWE is currently supporting half a dozen letters of map amendments in various stages. We are working with multiple local governments on no rise certification. WWE is constantly on the leading edge of floodplain evaluation. We have been through many projects just like this before and understand the various elements required for a successful and efficient project process.

South St. Vrain Creek Flood Restoration Planning and Design

Scott Schreiber led the restoration, mitigation, and resiliency designs of a 3.2-mile reach of the South St. Vrain Creek upstream of the Town of Lyons. The channel was severely altered during the September 2013 floods with significant aggradation and channel migration. The project involved two major highway crossings that were undersized, and the capacity of these crossings needed to be increased. The stream reach is bordered on either side by Colorado State Highway 7 and Old St. Vrain Road (CR 84S) and includes several homes and private lands, many of which suffered significant flood damage. In addition, five ditch diversions and their associated infrastructure were destroyed, as well as a diversion for a municipal water supply. The project included survey, geotechnical design, utility investigations, and extensive public outreach.

Scott led a team of professional consultants to develop preliminary and final design for the restoration of South St. Vrain Creek. The team produced designs that incorporated flood mitigation measures to reduce the impact of future flooding, provide public safety, protect public and private infrastructure, maintain or re-establish floodplain connectivity, and restore the creek channel and surrounding areas to stable, resilient and ecologically rich habitats. The purpose of this project was to develop a holistic preliminary design for the entire 3.2-mile reach, but also included developing further refined plans for sub-reaches that were eligible for funding from the Emergency Watershed Protection Program. The work has been showcased as one of the best flood recovery projects balancing the need to protect life and property, but also provide ecologically sensitive and resilient solutions. The project included a CLOMR and post project Letter of Map Revision (LOMR).

Reference: Ernst Strenge, Boulder County Senior Natural Resource Planner, (303) 678-6200, estrenge@bouldercounty.org

Lefthand Canyon Flood Recovery Design Build

WWE was part of a team that supported the restoration of Lefthand Canyon in 2018 in response to the 2013 flood. The project covered approximately eight miles of creek, where work and analysis were completed on approximately three of those eight miles. The project addressed multiple objectives including increased long-term flood resilience within the reach, improved resilience in upstream and downstream reaches due to the improved function within the project reach, restoration of aquatic and riparian habitat, and restoration of recreational access. Flood resilience was attained through reliance on soft-path, rather than hard-path, approaches, consistent with aesthetics and ecological function. The project restored the channel in this reach to improve conveyance capacity, provide a deeper low flow channel, create channel and bank stability, and reestablish the floodway.

As part of the project, WWE supported development of designs but was also solely in charge of the hydraulic modeling and development of floodplain permits. For hydraulic modeling, WWE evaluated various mitigation options and scenarios. We worked with our client and the local stakeholders to evaluate the various alternatives to develop decision criteria, which were weighted and scored. The work included development of fish passage at a diversion structure, redesign of riverine crossings, bank stabilization, floodplain reconnection, overflow channel development, and revegetation plans.

WWE performed the development of floodplain permits, performed hydraulic modeling for sediment transport, developed Migratory Bird Treaty Act surveys, and created associated permits. The project was permitted through a no rise certification, but since the creek was realigned in many places, Boulder County required a post-project LOMR to redevelop the floodplain mapping in this area.

Reference: Virginia Gazzetti, Boulder County Floodplain Program Manager, (720) 564-2865, vgazzetti@bouldercounty.org

Fish Creek Flood Recovery

With a previous consulting firm, Scott Schreiber worked with the Town of Estes Park, CDOT, Federal Highway Administration (FHWA), FEMA, and Larimer County to plan, design, and build the improvements needed to repair the utilities, trail, Fish Creek Road, and cross streets connection to Fish Creek Road from the damage caused during the 2013 flood. Scott was tasked with developing entirely new hydrology and hydraulics to facilitate restoration of public infrastructure including defining the 15.9-square-mile Fish Creek watershed, evaluating the history of flooding on Fish Creek, and obtaining all FEMA flood studies, models, and floodplain delineations, including the design of nine major crossings and numerous private crossings. Scott provided design and analysis on multiple sections

of Fish Creek for natural stream restoration. Work included natural channel design with large wood material, terraced multi-stage channel, log toes, and log and boulder cross vanes.

Reference: Tina Kurtz, Former Environmental Planner, Town of Estes Park, tina.kurtz424@gmail.com

Gypsum Creek Hydrologic and Hydraulic CLOMR

WWE was hired by the Town of Gypsum to develop a hydrologic CLOMR and hydraulic LOMR for the entirety of Gypsum Creek through the Town of Gypsum. The work consisted of redeveloping the 100-year hydrology for Gypsum Creek through the entire Town of Gypsum and then applying that hydrology to recently developed survey of the entire corridor to develop a completely new hydraulic model. The reach encompassed about 3.2 miles and included 14 crossings. The work built off of previous design and floodplain work completed by WWE, which included a CLOMR-F based on restoration design for a developer.

The purpose of this study was to evaluate the peak flood hydrology for the 100-year event on Gypsum Creek through the Town of Gypsum. Previous work had been conducted to try to estimate the 100-year peak discharge, and the feedback FEMA had provided on acceptable methods to use and/or documentation required for alternative methods. WWE initially performed a hydrologic CLOMR based on available stream gages and USGS StreamStats. This information was then provided to FEMA for review and initial acceptance. In order for a hydrology CLOMR to be formally accepted it must be followed by a hydraulic LOMR. WWE worked with a local surveyor to acquire ground survey at cross section locations and then acquired LiDAR to supplement the ground survey. A completely new hydraulic model was developed since the original model was based on a HEC-2 study and not available. The update was to remove numerous properties from the floodplain by evaluating a drastically reduced 100-year storm event. WWE finalized the hydrologic evaluation of Gypsum Creek and provided final recommendations on 100-year hydrology to be used as input for hydraulic modeling. WWE compiled existing and proposed grade surfaces to extract cross-sections for a 1-D hydraulic model in HEC-RAS. A hydraulic evaluation was completed, which compares existing and proposed based flood elevations. This information was then developed into a formal CLOMR submittal. WWE also developed Letters of Map Amendments for the buildings that were currently out of the floodplain.

References: Jim Hancock, Town of Gypsum, Assistant Town Manager and Town Engineer, jim@townofgypsum.com, (970) 524-1728

Nicole Mosby (County Floodplain Engineer), Eagle County Engineering, Nicole.Mosby@eaglecounty.us, (970) 328-3564

D. Price Proposal

WWE appreciates the opportunity to provide this proposal. Based on our understanding of the modeling, the floodplain implications, and potential mitigation options we also realize there is a wide range of options to alleviate flooding along Mitchell Creek. The project could range from a simple culvert replacement to multiple culvert replacements, development of multiple overflow channels, and acquisition of properties for potential mitigation options. WWE is quite willing to work within the parameters provided by the City to address these issues to determine what is most feasible. For that reason, we recommend a phased approach that allows us to first develop conceptual mitigation options and work with the City to develop a few preferred alternatives, and then activate our subconsultants to perform additional survey, geotechnical investigation, and subsurface utility engineering, as required. Due to the unknown scope of the work to be designed, our subconsultant prices could have a wide range. We have provided some average budgetary costs for their work, but those scopes will need to be refined once the potential options have been refined.

WWE recommends a discussion with the City on how to best phase this project. We want to assure the City that will we be able to work with them to maximize the FEMA funding that has been provided and we are willing to prioritize various aspects or work with FEMA for a grant extension.

WWE recommends first evaluating potential mitigation options and then working with the City to develop a decision matrix to understand which mitigation options are feasible. This initial task, Task A (Preliminary HEC-RAS Floodplain Mitigation Analysis) for approximately $20,000 would allow WWE to develop an in-depth understanding of the Effective Model and develop a mitigation solution to be discussed with the City. We could then present our findings during a work session with the City Council if requested. Once this process is complete, we could work with the City to refine the scope and fee for the remainder of the design.

WWE's proposed budget is shown on the following page. WWE would like to work with the City to negotiate services and fees that meet the City's needs. WWE understands that FEMA has authorized approximately $54,806 for this project and the City has matched with approximately $18,269, totaling about $73,000. WWE is willing to work with the City to find solutions within that budget or help support additional grant acquisitions. The budget on the following page is higher than what we understand to be currently funded by the City and FEMA. If the budget of $73,000 is the final set amount, we can work with the City to look for creative solutions to stay within that budget.

Table 1. Price Proposal*

Task	Description	S. Schreiber	D. Ludwig	I. Paton	Total Hours for Task	Budget
		Project Manager	Project Engineer	Senior Reviewer		
		$220	$149	$230		
Task A	Preliminary HEC-RAS Floodplain Mitigation Analysis	36	72	8	116	$20,488
Task B	FEMA CLOMR Submission, Review, and Approval	16	32	2	106	$18,228
Task C	Preliminary Design (30% Plan Set)	44	120	4	168	$28,480
Task D	Final Plans (90% Plan Set)	32	96	4	132	$22,264
Task E	Presentation to the Neighborhood	4	8	0	12	$2,072
Task F	Presentation to City Council	4	8	0	12	$2,072
Task G	Bid Documents (100% Plan Set)	16	16	8	40	$7,744
Task H	Bid Support / Construction Administration	12	56	0	68	$10,984
					Total	**$112,332**

*Costs provided are only budgetary and expected to be discussed with the City.

Budgeted Costs for Subconsultants Services		
Sub 1	Geotechnical Investigations	$15,000
Sub 2	Survey	$15,000
Sub 3	Subsurface Utility Engineering	$20,000

*Budgetary costs for subconsultant services have not been included in the total above because the degree of services is unknown, and all services may not be required.

ATTACHMENT A

Signed Addenda
Certificate of Insurance

CITY OF GLENWOOD SPRINGS FINANCE

Addendum Description

Pre-Bid Meeting Recording
&
Liquidated Damages Not Required

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories

907	**ARCHITECTURAL AND ENGINEERING SERVICES, NON-PROFESSIONAL**
90700	**ARCHITECTURAL AND ENGINEERING SERVICES, NON-PROFESSIONAL**
90714	**Architectural Services, Non-Licensed (Not Otherwise Classified)** Architectural Services, Non-Licensed (Not Otherwise Classified)
90735	**Designing Services** Designing Services
90738	**Drafting Services** Drafting Services
90740	**Engineering Services, Non-Licensed (Not Otherwise Classified)** Engineering Services, Non-Licensed (Not Otherwise Classified)
90742	**Geotechnical - Soils** Geotechnical - Soils
90772	**Safety Engineering and Accident Studies; OSHA Studies** Safety Engineering and Accident Studies; OSHA Studies
90775	**Site Assessment and Site Field Observation** Site Assessment and Site Field Observation

Removed Categories

No Categories Removed

Added Documents[A]

Document	Size	Uploaded Date	Language
New RFP Terms W/Out Liquidated Damages [pdf]	460 Kb	06/24/2021 05:01 PM EDT	English
Recording of Pre-Proposal Meeting [mp4]	98 Mb	06/24/2021 05:03 PM EDT	English

7/8/21

CITY OF GLENWOOD SPRINGS FINANCE

Addendum Description

Addendum #2

Notice Modifications

Notice Information	From Value	To Value
Question Acceptance Deadline	6/28/21 2:00 PM MST/MDT	7/9/21 2:00 PM MST/MDT
Closing Date	7/6/21 4:00 PM MST/MDT	7/16/21 4:00 PM MST/MDT

Category Modifications

Added Categories

No Categories Added

Removed Categories

No Categories Removed

Added Documents[A]

Document	Size	Uploaded Date	Language
Addendum #2 [pdf]	108 Kb	06/29/2021 06:16 PM EDT	English
Exhibit A_55 Storm King.pdf [pdf]	2 Mb	06/29/2021 06:16 PM EDT	English
Exhibit B_125 Storm King.pdf [pdf]	8 Mb	06/29/2021 06:16 PM EDT	English
Exhibit C_130 Center Drive.pdf [pdf]	10 Mb	06/29/2021 06:17 PM EDT	English
Exhibit D_Timber Creek Townhomes Site Plan.pdf [pdf]	2 Mb	06/29/2021 06:17 PM EDT	English
Exhibit E_175 Storm King.pdf [pdf]	2 Mb	06/29/2021 06:17 PM EDT	English
Exhibit F.pdf [pdf]	152 Kb	06/29/2021 06:17 PM EDT	English
Instructions for Proposal Submittal [pdf]	258 Kb	06/29/2021 06:26 PM EDT	English

7/8/21

CITY OF GLENWOOD SPRINGS FINANCE

Addendum Description

Electronic submittal is sufficient and no hard copies are required.

Notice Modifications

Notice Information	From Value	To Value
No entries		

Category Modifications

Added Categories

No Categories Added

Removed Categories

No Categories Removed

7/8/21

Client#: 1083345 WRIGHWAT

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 5/20/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer any rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
USI Insurance Services, LLC
P.O. Box 7050
Englewood, CO 80155
800 873-8500

CONTACT NAME:
PHONE (A/C, No, Ext): 800 873-8500 FAX (A/C, No):
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Hartford Casualty Insurance Company	29424
INSURER B : Pinnacol Assurance Company	41190
INSURER C : XL Specialty Insurance Company	37885
INSURER D : Hartford Underwriters Insurance Company	30104
INSURER E :	
INSURER F :	

INSURED
Wright Water Engineers, Inc.
Waste Engineering, Inc.
2490 W. 26th Ave., Suite 100a
Denver, CO 80211

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY / X PRO-JECT / LOC OTHER:	X	X	34SBAPN5697	12/31/2020	12/31/2021	EACH OCCURRENCE	$1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$300,000
							MED EXP (Any one person)	$10,000
							PERSONAL & ADV INJURY	$1,000,000
							GENERAL AGGREGATE	$2,000,000
							PRODUCTS - COMP/OP AGG	$2,000,000
								$
D	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY	X	X	34UECIE8064	12/31/2020	12/31/2021	COMBINED SINGLE LIMIT (Ea accident)	$1,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB / X OCCUR EXCESS LIAB / CLAIMS-MADE DED / X RETENTION $10000	X	X	34SBAPN5697	12/31/2020	12/31/2021	EACH OCCURRENCE	$3,000,000
							AGGREGATE	$3,000,000
								$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY		X	392762	06/01/2021	06/01/2022	X PER STATUTE / OTH-ER	
B	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	2158422	09/01/2020	09/01/2021	E.L. EACH ACCIDENT	$1,000,000
							E.L. DISEASE - EA EMPLOYEE	$1,000,000
							E.L. DISEASE - POLICY LIMIT	$1,000,000
C	Professional Liability Claims Made		X	DPR9969474	12/31/2020	12/31/2021	$2,000,000 per claim $4,000,000 annl aggr.	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
As required by written contract or written agreement, the following provisions apply subject to the policy terms, conditions, limitations and exclusions: The Certificate Holder and owner are included as Automatic Additional Insured's for ongoing and completed operations under General Liability; Designated Insured under Automobile Liability; and Additional Insured under Umbrella / Excess Liability but only with respect to liability arising out of the Named Insured's work performed on behalf of the certificate holder and owner.
(See Attached Descriptions)

CERTIFICATE HOLDER

For Proposal Purposes Only

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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DESCRIPTIONS (Continued from Page 1)

The General Liability, Automobile Liability, Umbrella/Excess insurance policies applies on a primary and noncontributory basis. A Blanket Waiver of Subrogation applies for General Liability, Automobile Liability, Umbrella/Excess Liability and Workers Compensation. The Umbrella / Excess Liability policy provides excess coverage over the General Liability, Automobile Liability and Employers Liability.

Please note that Additional Insured status does not apply to Professional Liability or Workers' Compensation.

ATTACHMENT B

Team Resumes

WRIGHT WATER ENGINEERS, INC.

Scott D. Schreiber, P.E., CFM

Project Manager

Experience Overview

Scott is a water resource engineer with 14 years of experience in stream restoration, stormwater management design, water budget analysis, Clean Water Act permitting, corridor planning studies, land development, groundwater studies, athletic field design, LOMR submittals, LID and LEED designs, and drainage infrastructure design. He is experienced in the preservation and development of fish habitat and spawning areas through low-disturbance design. Scott is proficient with HEC-RAS, SWMM, Civil 3D, RiverCAD, StormCAD CUHP, and HY-8.

Relevant Credentials/Specialties

- Registered Professional Engineer
- 14 Years Consulting Experience
- Stream Restoration
- Channel Stability
- Grant Applications
- Floodplain Permitting
- Hydrology & Hydraulics
- Stakeholder Outreach
- Floodplain Modeling
- Alternatives Development

Education

- M.E., Water Resource Engineering and Management, 2010 Georgia Institute of Technology (Georgia Tech)
- B.S., Civil Engineering, 2005 Virginia Polytechnic Institute and State University (Virginia Tech)

Registrations/Affiliations

- Registered Professional Engineer in Colorado #46577
- Certified Floodplain Manager
- CWCB Colorado River Next Steps Consultant
- Glenwood Springs River Commission
- Denver Trout Unlimited President, 2015-2020
- U.S. Ski & Snowboard Team Advisory Board, 2013-Present

Flood Mitigation and Floodplains

South St. Vrain Stream Restoration at Hall Ranch, Boulder County, Colorado. Served as Project Manager and stream restoration engineer for the 3.2-mile study of the South St. Vrain Creek following the 2013 flood. Developed stream restoration designs that incorporated flood mitigation measures to reduce the impact of future flooding, provide public safety, protect public and private infrastructure, maintain or re-establish floodplain connectivity, and restore the creek channel and surrounding areas to stable, resilient and ecologically-rich habitats. A broad range of public, private, and non-profit stakeholders were engaged to foster a consensus-driven and technically sound, resilient solution. This work was the basis for project funding and implementation.

Left Hand Creek Canyon Restoration, Boulder County, Colorado. As part of continued flood recovery along Left Hand Creek, approximately 9 miles of Left Hand Creek were designed and permitted to provide for a more resilient system and better ecological value of the stream corridor. The study completed provided evaluation of conceptual designs, stakeholder outreach, and development of floodplain permitting documents for Boulder County. Consultation for Migratory Bird Treaty Act and the Eagle Act was also completed.

Fish Creek Public Infrastructure Project, Estes Park, Colorado. Completed hydrologic and hydraulic analysis of Fish Creek following the September 2013 flood to redevelop FEMA regulatory floodplain and determine appropriate protection measures for replaced utilities. This project included stream restoration in the vicinity of many public utilities, crossings, and infrastructure concerns.

Gypsum Creek Floodplain Remapping. WWE was hired to remap the entire Gypsum Creek floodplain through the Town of Gypsum. Developed detailed hydraulic modeling that would support a Federal Emergency Management Agency (FEMA) Letter of Map Revision (LOMR). Work utilized newly adopted 100-year hydrology to develop a floodway model. WWE supported updates to the FEMA mapping.

Three Mile Creek Confluence Planning and Design. Served as Project Manager developing concepts and details for open space at the confluence of Three Mile Creek and the Roaring Fork River in Glenwood Springs. The work included public outreach to determine what was desired at the open space as well as graphical renderings to gain input from the public and educate them on proposed techniques. The project included special consideration of sensitive spawning grounds at the confluence. The work also included designs and cost estimates for the chosen alternative. Helped acquire funding for the project through local grants.

Stone Creek Restoration Masterplan and LOMR in EagleVail. Performed a stream restoration masterplan on the 1.6-mile stretch of Stone Creek to provide healthy, sustainable creek with increased habitat and stable channel form parameters while reducing the need for ongoing maintenance through natural design techniques while working for Matrix Design Group. The masterplan evaluated existing site conditions and deficiencies along with field survey to develop prioritization areas along with understanding variable impacts such as diversions, homeowners, and golf course maintenance. A tool box of conceptual designs along with grant funding opportunities and permitting requirements were provided to direct capital improvement projects in the future. Matrix also submitted LOMR documents and construction design documents for a bypass floodway channel to remove multiple homes and structures from the 100-year floodplain of Stone Creek through a FEMA Flood Mitigation grant.

Big Dry Creek Floodplain Restoration and Open Space Master Plan Pilot Project. Working with THK Associates to develop the Floodplain Restoration and Open Space Master Plan for Big Dry Creek in Thornton. The Pilot Project includes stream restoration to address erosion and improvements to enhance public access and use of the open space.

Big Thompson River Corridor Master Plan. Worked on a master plan that outlines a detailed vision for nine miles of the Big Thompson River through Loveland, Colorado, including improvements to reduce flood hazards and provide multiple benefits to people and wildlife along the corridor. Working in conjunction with THK and Matrix.

Regional Stream Stewardship and Recovery Handbook. Coauthor of handbook to provide critical stewardship information to landowners living on streamside properties. The handbook provides a toolbox of techniques a homeowner can use to be a good river steward, along with circumstances that require outside help. The handbook was sponsored by the Lefthand Watershed Oversight Group, the Big Thompson Watershed Coalition, The Little Thompson Watershed Restoration Coalition, and the St. Vrain Creek Coalition.

Monument Creek Stream Restoration Plan, Colorado Springs, Colorado. Performed stream surveys on over 28 miles of streams and hydrologic analysis of 2,236 square miles of watershed to develop conceptual designs and cost to stabilize and increase habitat. Evaluations helped lead to stream restoration priority projects and final design. Work performed as a Senior Engineer with Matrix Design Group.

Fountain Creek Corridor Restoration. As a Senior Engineer with Matrix Design Group, provided engineering services to the City of Pueblo for two demonstration projects that will utilize innovative approaches to improving water quality in and along Fountain Creek. These studies will benefit water quality improvement systems with a bed load sediment collector system to selectively remove problem sediments and evaluate changes in stream morphology and channel reestablishment, as well as a 25 acre off-channel detention basin to provide wetlands habitat and evaluate flood attenuation and pollutant reduction. The goals are to increase flood storage and slow the flood wave, while also improving water quality through biochemical and physical processes.

Basalt River Restoration. As a Senior Engineer with Matrix Design Group, worked for the Colorado Water Conservation Board (CWCB) to help the communities and floodplain administrators involved with the Roaring Fork and Fryingpan Rivers address inherent flood hazards and channel instability. Matrix designed the restoration of two miles of the Roaring Fork River, which was a segment of the river through Basalt which is unstable due to encroachment by development and roadway construction. River restoration work was focused on returning the “Gold Medal” waters to a scenic and natural river through the heart of the town. Matrix has subsequently worked with the CWCB and local communities to master plan channel improvements and adopt a no-net rise encroachment restriction for further development.

Rock Creek at Carlson—Lastoka Open Space. Designed and restored over 1,300 linear feet of Rock Creek to its relic channel and abandoned a manmade drainageway that was constructed more recently. Objectives included restoring the creek’s natural geomorphic stability, raising the groundwater table, and reestablishing a riparian corridor that supports native vegetation and habitat. Final design utilized reference reach data to design the creek’s geomorphic parameters and bioengineered features including log vanes, rock cross vanes, and soil lift bank stabilization. Work performed as a Senior Engineer with Matrix Design Group.

WRIGHT WATER ENGINEERS, INC.

Ian Paton, P.E., CPESC, CFM

Principal-in-Charge

Experience Overview

Ian is President of WWE and is a senior water resources engineer with experience involving hydrologic studies, regulatory floodplain analyses, drainage engineering, the fate and mobility of contaminants in surface water and groundwater, permitting and coordination with regulatory agencies.

Relevant Credentials/Specialties

- Registered Professional Engineer
- 27 Years Engineering Experience
- Hydrologic Studies
- Floodplains
- HEC-HMS/ SWMM/ HEC-RAS Modeling

Education

- M.S., Civil Engineering University of Colorado, Boulder, 1993
- B.S. Environmental Design, University of Colorado, Boulder, 1982, honors

Registrations/Affiliations

- Registered Professional Engineer
  - Colorado #41756
  - Texas #126341
- Certified Professional in Erosion and Sediment Control #3770
- Certified Floodplain Manager
- Member of the American Society of Civil Engineers (ASCE)
- Member of the Colorado Association of Stormwater and Floodplain Managers (CASFM)
- Representative on behalf of WWE to the American Council of Engineering Companies (ACEC)

Floodplains/Stormwater

Pueblo County Fountain Creek Hydrology & Sediment Transport Analysis. Provided a comprehensive review of hydrology and sediment transport issues related to Fountain Creek through Pueblo County and the City of Pueblo. Also evaluated and prioritized the need for stormwater detention and channel stabilization activities in the watershed, including levees. Continue to work for Pueblo County evaluating hydrology, sediment transport and potential effectiveness of projects to improve the hydrology and stability of Fountain Creek.

Omni Tributary Channel, Castle Rock, Colorado. Serving as Project Manager for design of a channel located adjacent to a multi-family development project. The channel design involves complex coordination with the U.S. Army Corps of Engineers (USACE) to satisfy 404 permit requirements as well as hydraulic modeling (using HEC-RAS) to develop the channel design and to prepare a Conditional Letter of Map Revision (CLOMR) request for submittal to the Federal Emergency Management Agency (FEMA)

Hydrologic Modeling, City of Boulder. Served as Project Manager to evaluate the effects of increased runoff to Boulder Creek from the Fourmile Canyon wildfire area. A HEC-HMS model was developed to project peak flow rates in Boulder Creek through downtown Boulder. Results were used for emergency planning purposes.

Hydrologic Modeling, Fourmile Canyon. Served as Project Manager for the hydrologic evaluation of the Fourmile Canyon burn area. After a wildfire burned over 6,200 acres west of Boulder in September 2010, WWE was contracted by Boulder County to develop hydrologic models to project the estimated runoff for a range of storm events in the post-fire burn condition. HEC-HMS was used to develop models of routed flows from approximately 25 sub-basins, for storm events ranging from the 2-year to the 100-year, for the Fourmile Creek and Fourmile Canyon Creek basins.

City of Manitou Springs Williams Canyon Stabilization. Designed emergency channel stabilization measures and flood debris capture facilities for approximately 1,500 feet of channel in the Williams Canyon Drainage, including development of construction contract documents and technical specifications. Worked with representatives from the City, El Paso County, State (DOLA) and federal (NRCS) agencies. Hosted a series of public meetings to provide information on the conditions and to discuss alternatives for addressing the drainage problems facing the community.

Publications

- Paton, I.B., T. A. Earles, S.M. Tillack. 2012. Estimating the Probability of Storm Runoff Impacts in a Burned Watershed. Proceedings, World Environmental and Water Resources Congress. American Society of Civil Engineers, Environmental and Water Resources Institute. Albuquerque, New Mexico, May 2012.
- Clark, D. L., G.R. Choppin, C.S. Dayton, D. R. Janecky, L. J. Lane, I. B. Paton. 2007. Rocky Flats closure: the role of models in facilitating scientific communication with stakeholder groups. Journal of Alloys and Compounds. V. 444-445. No. SPEC. ISS p. 11-18. November.
- Paton, I.B., 2007. "Understanding Contaminant Transport Patterns at Rocky Flats---A Basis for Remediation Strategy. Proc. Topical Meeting on Decommissioning, Decontamination, and Revitalization; Capturing Decommissioning Lessons Learned, Chattanooga, TN, September.
- Paton, I.B., C. Dayton, D.M. Jubenville, E.R. Weiner, and M. Hyder. 2004. "Quantification of Actinide Migration Pathways at Rocky Flats, Colorado." Journal of the American Water Resources Association.
- I. Paton and C. Dayton. 2004 (co-authors and presenters). "Development of an Independent Scientific Advisory Committee to Support the Closure of Rocky Flats." Proc. Waste Management Conference. Tucson, Arizona.

Hydrologic Modeling, Rocky Flats Site (RFS). Served as Project Manager and lead engineer for an evaluation of the hydrologic and floodplain impacts associated with engineered breaches of multiple dams at the Department of Energy site north of Golden. The analysis involved the use of the Colorado Urban Hydrograph Procedure (CUHP) and EPA SWMM models to evaluate a range of storm events with different combinations of engineered dam breaches. HEC-RAS was used to delineate floodplain boundaries for the different scenarios evaluated. The modeling study was used as part of an Environmental Assessment (EA) for decommissioning of the Rocky Flats dams.

Fountain Creek Corridor and Watershed Criteria Manual. Worked with Matrix and THK for the Fountain Creek Watershed District to develop a criteria manual for the corridor and watershed.

City of Rogers, Arkansas, Drainage Criteria Manual. Working as a subconsultant to Crafton Tull, authored sections of the Drainage Criteria Manual in chapters on water quality, detention design, stormwater management principles and stormwater planning.

City and County of Denver Water Quality Management Plan. Part of a team of consultants that prepared the City and County of Denver Water Quality Management Plan. WWE designed recommendations for best management practices (BMPs) in ultra-urban settings where there are few pervious surfaces available for stormwater management.

Santa Susana Field Laboratory, California. Authored a literature review of the hydrologic recovery of chaparral watersheds following fire, in response to the 2005 Topanga fire that burned large portions of the rocket test facility operated by Boeing and the U.S. Department of Energy (DOE).

Hydrologic Modeling, Power Plant Decommissioning Project, Western Colorado – Served as lead engineer to develop a HEC-HMS model to evaluate the hydrology of a watershed above the site of a coal-fired power plant being decommissioned in western Colorado. Results of the hydrologic analysis were used to size channels as part of the overall drainage plan for the plant decommissioning and site restoration.

Spring Mesa Subdivision, Arvada, Colorado. Conducted an engineering analysis of flooding and sediment transport associated with a new subdivision under construction in Arvada, Colorado. The study evaluated rainfall data, stormwater BMPs, and sources of sediment that were mobilized during a large rainstorm in 2006.

City of Springfield, Missouri Criteria Manual. Authored sections on open Channels and Runoff in the Drainage Criteria Manual for the City of Springfield, Missouri. Taught session on open channels at a Manual workshop.

Water Rights Acquisition, Rocky Flats Site. Provided engineering support to DOE with negotiations to acquire long-term lease of water from neighboring municipality to offset depletions related to operation of detention ponds. Support was also provided to assist the U.S. government attorneys with preparation of an application to file for storage rights and an augmentation plan in Water Court.

WRIGHT WATER ENGINEERS, INC.

Drake Ludwig, P.E.

Project Engineer

Experience Overview

Drake is a water resources engineer with 6 years of professional experience in planning, modeling, and design. He has worked on numerous stormwater improvement and floodplain assessment projects and has been a part of numerous watershed planning studies throughout Colorado. He has extensive experience permitting, designing, and constructing drainage projects utilizing both conventional and natural channel principles. Drake is proficient in hydrologic as well as 1D and 2D hydraulic modeling. He has extensive experience using ArcGIS and AutoCAD Civil 3D to develop complex watershed models and detailed stream designs.

Relevant Credentials/Specialties

- 6 years of Experience
- Natural Channel Design
- Stream Restoration and Stabilization
- Construction oversight
- Hydrologic Modeling
- 1D and 2D Hydraulic Modeling
- Watershed Planning and Stormwater Management
- Floodplain and Stream Corridor Mapping

Education

- B.S., Environmental Engineering, 2015, Colorado State University

Training/Certifications

- Professional Engineer
  - CO #56922

Floodplains/Mitigation/Channels

Three Mile Creek Confluence Planning and Design. Supported the development of concepts and construction drawings for open space improvements at the confluence of Three Mile Creek and the Roaring Fork River in Glenwood Springs. Helped facilitate public outreach to determine what was desired at the open space and educate them on proposed techniques and opportunities for improvement. Assisted in the selection of the preferred alternative based upon public input and site constraints. Developed cost estimates and design support for bank stabilization improvements and revegetation of the site.

Green Valley Ranch Tributary T High-functioning, Low-maintenance Stream Design. Developed a natural channel design for a tributary to First Creek in the City of Aurora near the Denver International Airport. Performed hydrologic and hydraulic analysis to determine the range of flows applicable to this reach including low flows, bankfull flows, minor event flows, and major event flows. Conducted hydraulic modeling of the floodplain to aid in developing the design and floodplain permitting. The proposed improvements include a geomorphic design that will provide a naturally functioning stream corridor, minimize maintenance needs, and an amenity to the developing community.

Stone Creek Stream Restoration and Fish Passage. Modeled and assisted in the design and permitting of a stream restoration project aimed at improving aquatic and riparian health while minimizing maintenance along Stone Creek in EagleVail. Drake helped develop a natural channel design to replace two four-foot boulder structures while providing habitat, in the form of deep pools and woody structures, as well as fish passage through cobble riffles. Drafted construction documents and provided construction oversight for the project on an accelerated schedule due to trout spawning.

Todd Creek Channel Design. Serving as the design engineer on restoring an existing degraded channel through a major development outside Denver. The restored channel will function naturally to convey baseflows and flood flows alike. This work includes an evaluation and development of stable channel sections, planform, and profile for almost a mile of stream corridor. The river restoration will re-connect the channel to its floodplain through use of natural in stream structures and channel grading. The design will provide an amenity to the neighboring development. Supported 404 and floodplain permitting.

Big Dry Creek Floodplain Restoration and Open Space Master Plan Pilot Project (Previous Firm). Led the stream restoration design and modeling efforts on Big Dry Creek. To the maximum extent possible, the project design utilizes natural channel approaches to create a resilient stream with a high functioning riparian corridor. Setting a precedent for future restoration work along Big Dry Creek, the pilot project aims to marry stream and habitat enhancement with passive recreation improvements to create an amenity for the City of Thornton. To restore the eroding banks of Big Dry Creek and protect adjacent habitat and infrastructure, Developed alternatives, a comprehensive stream design, and provided permitting support to ensure the success of each project objective.

California Post-wildfire Hydrology and Debris Flow Analyses. Studied the post-wildfire risks associated with the Thomas and Woolsey Wildfires in Santa Barbara, Ventura, and Los Angeles Counties, California. Analyzed post-fire debris flows through two-dimensional hydraulic modeling and utilizing GIS mapping to compare the heightened risk to that of pre-burn conditions. Complimentary to the risk assessment, Drake identified potential mitigation measures to minimize debris flow risk.

Shay Ditch Channel Design. Provided design support for a channel through a proposed commercial development, including the development of the channel dimension, planform, profile, and bed material. Developed detailed grading of channel improvements to inform floodplain permitting and design parameters. The design will result in a healthy stream corridor through an otherwise commercial area.

Proactive Planning for Post-Fire Hazards in Pitkin County, Colorado. Coordinated with Pitkin County to understand their needs and concerns regarding debris flow risks throughout the county. Reviewed hydrologic modeling and methodology for the development of potential, future post-fire watershed conditions. Used debris flow rates to inform a 2D hydraulic model to assess the approximate extents of a debris flow event for select watersheds.

Chaparral Mudflow Analysis. Developed a watershed model to estimate potential clearwater, mud, and debris flow rates under current and potential future post-fire watershed conditions. Evaluated potential flow paths across alluvial fan to inform the development and design of a lot near Aspen, Colorado.

Regional Stream Stewardship and Recovery Handbook (Previous Firm). Performed engineering for handbook to provide critical stewardship information to landowners living on streamside properties. The handbook provides a toolbox of techniques a homeowner can use to be a good river steward, along with circumstances that require outside help.

Coal Creek Stream Design (Previous Firm). Integrated natural channel design principles and structures into a park landscape along Coal Creek through Superior's Town Center Park. The design utilizes reference reach information to formulate a stable and naturally functioning stream design while providing creek access to park visitors through the use of constructed riffles and ungrouted boulder features. The design balances geomorphic function with recreational access to create a unique amenity for park visitors. Provided permitting and construction oversight support on the project.

Cherry Creek Stabilization at the Denver Country Club (Previous Firm). Developed a design through the Denver Country Club to stabilize and restore Cherry Creek to a resilient and functioning corridor. The design balances channel planform, cross-sectional geometry, and slope to establish an equilibrium that functions with the use of bioengineered bank treatments and aesthetic, ungrouted, rock features. The design provides an enhanced riparian habitat with the native vegetation while complementing the golf course landscape. Prepared permitting exhibits and design documents and provided construction oversight for the proposed improvements.

Masciantonio Trust Bank Restoration (Previous Firm). Evaluated a variety of natural channel design approaches appropriate for the restoration of a reach along the Fountain Creek corridor. Creating both 1D and 2D hydraulic models for the project reach, evaluated alternatives and quantified the hydraulic benefits of each approach. Helped direct design decisions based upon this detailed stream analysis, in addition to aiding the project team in the permitting process.

Cottonwood Creek Drainage Basin Planning (Previous Firm). Analyzed the Cottonwood Creek watershed as a component of the Drainage Basin Planning Study. Utilized a complex hydrologic model to assess current and future watershed conditions and understand the effects of development and stormwater improvements throughout the watershed. Evaluated a number of improvement scenarios to quantify their function and benefit to the greater watershed.

Resume

JAMES D. KELLOGG, P.E.

Division Manager, Glenwood Springs, CO and Bozeman, MT

EDUCATION

B.S. Biology
Virginia Polytechnic Institute and State University

M.S. Civil Engineering
Virginia Polytechnic Institute and State University

PROFESSIONAL REGISTRATION

Registered Professional Engineer
Colorado No. 38298
Montana No. 65799

TRAINING & CERITIFCATIONS

ASFE Fundamentals of Project Management
ASFE Project Manager Training Program
CDWR – Hazard Classification and Flood Hydrology

PROFESSIONAL SOCITIES

American Society of Civil Engineers, Associate Member

PROFESSIONAL SUMMARY

James D. Kellogg is the Division Manager of the Glenwood Springs, CO and the Bozeman, MT Division of CTL|Thompson, Inc. He is responsible for technical design and review, personnel management, client development, and expansion of markets. Mr. Kellogg established the Bozeman Division in 2019 and has worked to develop clientele and expand services. He also worked as the lead hydrographer and augmentation plan coordinator for the Division 5 office of the Colorado Division of Water Resources from December 2006 through August 2015.

Mr. Kellogg has diverse professional experience. His geotechnical engineering experience includes slope stability analysis, mudflow analysis, excavation retention, dewatering systems, underpinning, expansive and consolidating soils. He also has experience in water resource engineering including hydrography, satellite monitoring, augmentation plan administration, water use accounting, and select dam safety tasks.

GEOTECHNICAL ENGINEERING EXPERIENCE

Geotechnical Engineer for Transit and Parking Plaza in Town of Snowmass Village, Colorado. Performed geotechnical engineering investigation and analyses for a proposed transit center, including two parking structures extending as deep as 25 feet below-grade on a mountain slope. This included exploratory drilling and slope stability analysis to develop design and construction criteria for the project. Recommendations included excavation retention, dewatering systems, foundations, and below-grade walls.

Geotechnical Engineer for Snowmass WWTP Expansion in Snowmass, Colorado. The project encompassed a 44,000 square feet expansion of the WWTP facility. CTL/Thompson, Inc. services included extensive geotechnical investigation, design of mechanically stabilized earth (MSE) embankments, construction observation and materials testing, and geotechnical engineering consultation.

North Village Reservoir in Mt. Crested Butte, Colorado. Project Manager for engineering studies of a planned 80 feet tall earth dam to create a man-made lake. The lake will be used as a recreation facility and to store water for snowmaking operations. The subsurface conditions were colluvium deposits, and residual clays over shale bedrock. Seepage and stability studies were performed.

Geotechnical Engineer for Westwall Lodge in Mt. Crested Butte, Colorado. This project involved developing recommendations for dewatering, excavation retainage, and foundations for a multi-story lodge with below grade parking levels at base of a ski area. The project site presented significant ground water flows and caving spoils present.

Geotechnical Engineer for Aspen High School Addition in Aspen, Colorado. This project included an irregular-shaped addition that was planned on a building pad constructed with a cut/fill balance. Evaluated potential building movement and developed geotechnical recommendations for structural fill and construction of foundations.

Geotechnical Engineer for Aspen Recreation Center in Aspen, Colorado. This project involved providing consultation regarding mitigation of ground water flow into the excavation for the community center which included a pool, ice rink, and tall foundation walls. This required evaluation of deep cuts, large foundation loads, and frost protection for sub grade soils below the ice rink.

Geotechnical Engineer for Vail Valley Medical Center Addition in Vail, Colorado. This project involved the demolition and renovation of central part of hospital facility. This project included geotechnical recommendations for new column pads to support additional upper levels; provided consultation for jet grouting operations to increase capacity to existing column pads.

Geotechnical Engineer for Vail Town Center in Vail, Colorado. The project included the demolition of existing parking structure and construction of new parking structure with several levels of below-grade parking and commercial facilities on upper deck. This involved the evaluation of soil and ground water conditions to provide the assessment of required dewatering and excavation retention systems; additionally, the project required specialized drilling techniques to advance borings.

Geotechnical Engineer for Dancing Bear Lodge in Aspen, Colorado. This project involved a four-story building with three below-grade levels planned adjacent to other buildings and infrastructure. The primary geotechnical concern was excavation retention systems. This included developing recommendations for temporary and permanent retention concepts.

WATER RESOURCE ENGINEERING EXPERIENCE

Augmentation Plan Coordinator, Colorado Division of Water Resource, Division 5, Glenwood Springs, Colorado

Reviewed water court decrees, engineering reports, and supporting documentation.
Evaluated complex water use accounting spreadsheets.
Assessed field operation of augmentation plans.
Coordinated meetings with water users, engineers, and attorneys.

Hydrographer, Colorado Division of Water Resource, Division 5, Glenwood Springs, Colorado

Installed electronic gage height sensors and satellite monitoring equipment.
Operated and maintained streamflow gaging stations.
Performed streamflow discharge measurements at high and low flows.
Developed annual streamflow records for publication.

136 East Third Street
Rifle, Colorado 81650

BOOKCLIFF
Survey Services, Inc.

Mission Statement

To provide our clients with a comprehensive survey product in a timely and cost effective manner, while developing and maintaining healthy working relationships with our contacts including clients, professionals, governmental entities and Bookcliff Survey Services employees.

Company Profile

Bookcliff Survey Services, Inc. is a multi-disciplined land surveying organization located in Rifle, Colorado. Founded in 1999, the company has enjoyed excellent success in providing a wide variety of Surveying Services to County and City Governments, large and small Private Developers, Engineers, Construction Companies, Oil and Gas Companies, Attorneys and Land Owners throughout the Western Slope and Mountain areas of Colorado. Bookcliff Survey is the largest land surveying company in Rifle. Our current staff includes 1 Registered Land Surveyors, 3 Drafting Technicians, and 2+ Field Crews. With 150 individual years of experience we are able to organize and affect the resources required to see any survey project to completion in the required time limits.

New Technology used in the Surveying Profession is a must at Bookcliff Survey Services, Inc. In today's market, the need to have knowledge of and access to the latest technology not only allows for the highest standard of work, but also assures our clients that they are receiving the most efficient land surveys available. We utilize Trimble® Global Positioning System equipment, Trimble® Robotic Total Stations, Digital Levels, Sonarmite Echosounder in conjunction with our Trimble GPS for underwater topography surveys. We also take advantage of aerial photogrammetry for large boundary surveys and storm water management projects. We are currently using Lidar technology for our ongoing gas projects.

BOOKCLIFF SURVEY TEAM MEMBERS

Michael Langhorne, PLS President/Owner	Project Coordination and Scheduling Technical Review
Wayne Kirkpatrick Owner	Construction Project Manager - Oil and Gas Projects Site Visits with BLM, Pad and Road Design
Tracey Langhorne Owner	Drafting Technician

Michael, Tracey and Wayne have worked together since 2000.

136 East Third Street
Rifle, Colorado 81650
BOOKCLIFF
Survey Services, Inc.

COMPANY PROJECT RESUME

2019-Current
City of Rifle – Rifle Downtown Improvements, 3rd Street & Railroad Ave.
Existing Conditions Survey and Quality Control
Rifle, Colorado
Craig Spaulding - cspaulding@rifleco.org

2000
Aspen Center for Environmental Studies (ACES) – Hallam Lake,
Existing Conditions Survey
Aspen, Colorado
Adam McCurdy - amccurdy@aspennature.org

2018-Current
City of Aspen – Multiple Intersection Improvements, Existing Conditions Survey
Aspen, Colorado
Engineering Department - Engineeringhelp@cityofaspen.com

2020
Silt Water Conservancy District/ Colorado River Engineering - Grass Valley Ditch –
Existing Conditions Survey
Silt, Colorado
Chris Manera - Chris@ColoradoRiverEng.com

2020-2021
Wright Water Engineer's Inc. – Roan Creek & Canyon Creek
Existing Conditions Survey
Scott Schreiber - sschreiber@wrightwater.com

Susan Sherrod, PhD, CE, CERP

Certified Senior Ecologist
Professional Wetland Scientist,CERP

EXPERIENCE

Dr. Sherrod has over 20 years of professional experience specializing in wetland and open space management and ecosystem restoration planning and implementation. She brings extensive experience providing wetland delineation, wetland assessment, permitting, native plant community mapping, T&E assessments, invasive species and integrated pest management, habitat conservation, and revegetation planning and oversight. She translates ecological principles into the master plan and landscape design process to improve community stewardship and connection to place. She is familiar with a broad range of Colorado and Western ecosystems including alpine tundra, subalpine forest, wetland, riparian, grassland, and deserts. Additionally, Dr. Sherrod is a university instructor in global change ecology, biodiversity and conservation, ecosystems, urban ecology, and applications to landscape architecture.

EDUCATION

Ph.D., Environmental, Population, and Organismic Biology, University of Colorado-Boulder, 1999

B.S., Biological Sciences, Mathematics Minor, Colorado State University, Fort Collins, CO, 1992

RELEVANT PROJECT EXPERIENCE

Old Snowmass Ranch Stream Restoration Guidance, Snowmass, CO

Big Elk Meadows Restoration, Lyons, CO

Regional Conservation Assessment- Metro Denver (seven-county area), The Nature Conservancy of CO

St Vrain and Left Hand Creek Water Conservancy District Stream Management Plan, Longmont, CO

Left Hand Canyon Restoration, Boulder, CO

Festival Park Riparian Design and Wetland Permitting. Castle Rock, Colorado

Brisbane Baylands Sustainable Development & Wetland Mitigation Planning, Brisbane, CA

St. Vrain Creek Restoration, Lyons, CO

Kingfisher Point Natural Area Restoration, Fort Collins, CO

Denver Botanic Gardens at Chatfield Farms Restoration Concept, Littleton, CO

Open Space and Mountain Parks Master Plan, City of Boulder, CO

Pennsylvania Mountain Biological Assessment, Park County, CO

Poudre Downtown Whitewater Park Master Plan, Fort Collins, CO

Valle de Oro National Wildlife Refuge Visitor Center & Wetland Design, Albuquerque, NM

Conservation Easement Baseline Reports, numerous land trusts throughout Colorado

Heron Pond and Carpio-Sanguinette Park Master Plan and Stormwater Design, Denver, CO

High Line Canal Benefit Cost Analysis, Denver, CO

Denver Museum of Nature and Science Waterway and Nature Play, Denver CO

Lake Management Planning, City and County of Denver Parks and Recreation

Colorado River Basin Assessment of Restoration Funding, multi-state

Jon Altschuld, RLA, ASLA
Senior Landscape Architect, Project Manager

Jon Altschuld is a registered Landscape Architect and project manager with more than 10 years of experience. He is experienced in the design of riparian corridors, natural areas, trails and open spaces, ecological restoration, parks, streetscapes, and transportation planning, and has an expertise in presentation graphics, 3D visualizations, and GIS mapping applications. His visualization work has been featured in the ASLA's sustainable design practices video series and in various news pieces on new construction projects. Jon has taught numerous software workshops and given professional training on SketchUp, Vue, CAD, Lumion, and Adobe Graphics programs within the Planning, Architecture, and Landscape Architecture fields.

Jon has experience with facilitating public outreach and meetings on many projects, including the John Meade Park Master Plan, the Cherry Hills Village Trails Master Plan, City of Evans Riverside Park Master Plan, Trinidad Trails and Greenways Master Plan, and the I-25/Cimarron Interchange.

In 2017, Jon was the project manager for the Regional Stream Stewardship and Recovery Handbook, a unique resource intended to educate and empower landowners living along Colorado's waterways. Jon was also the project manager for the Big Dry Creek Floodplain Restoration and Recreation Master Plan, which assessed and designed 6 miles of Big Dry Creek through Thornton for open space, floodplain and passive recreation improvements.

Notable Works:

- Clear Creek Greenway through Idaho Springs - Idaho Springs, CO
- Trinidad Open Space and Trail Master Plan – Trinidad, CO
- City of Cherry Hills Village Trails Inventory and Master Plan - Cherry Hills, CO
- Regional Stream Stewardship and Recovery Handbook - Northern CO
- Big Dry Creek Floodplain Restoration and Recreation Master Plan - Thornton, CO
- Courtney-Ryley-Cooper Park - Idaho Springs, CO
- Riverside Park Master Plan - Evans, CO
- River's Edge Natural Area - Loveland, CO
- John Meade Park and Alan Hutto Memorial Commons Master Plan
- McCall Downtown Master Plan - McCall, ID
- Colorado State University On-Campus Stadium Feasibility Study - Fort Collins, CO
- Bay Farm Master Plan - Fort Collins, CO
- Mehaffey Park - Loveland, CO
- I-25/Cimarron Interchange Architectural Design Guidelines - Colorado Springs, CO

Timothy Sullivan, PE, PMP

SUE Manager

Mr. Sullivan has experience in Subsurface Utility Engineering (SUE), New Construction, Engineering Design, Renovations, Environmental and Radiological Remediation, Mining, and Operation and Maintenance projects. He has extensive knowledge working with contractors to execute and complete engineering designs and plans; ensuring adherence to project budget, schedule, work specifications, quality standards, and safety procedures and practices; reviewing change orders; reporting and presenting project status to clients, regulators, and stakeholders; staffing and coordinating fieldwork with craft labor and contractors; and resolving technical on-site issues.

Project Experience

Project Manager; Havana Street at Yale / Jewell Intersections

SAM provided a full Subsurface Utility Engineering plan meeting the requirements of ASCE 38-02, in support of a CDOT project, which is expanding both intersection. SAM designated multiple utilities. i.e Electric, Telephone, Fiber Optic, Gas, Water, Sewer, Storm Water. Tim performed project management services, which included scheduling, reviewing field data, budget control, and sealing of drawings. The investigation included Quality Levels A, B, C & D.

Project Manager; Peoria & Colfax Intersection

SAM provided a full Subsurface Utility Engineering plan meeting the requirements of ASCE 38-02, in support of a CDOT project, which is expanding this intersection. SAM designated over 25,000 lineal feet of utilities. Tim performed project management services, which included scheduling, reviewing field data, budget control, and sealing of drawings. The investigation included Quality Levels B, C & D.

Project Manager; Federal / Colfax Signals

Tim managed the Subsurface Utility Engineering investigation for this SEH / CDOT project, which is reconstructing nine existing intersections. SAM performed a full utility investigation producing an ASCE 38-02 compliant plan set; utilities were designated at Quality Levels B, C & D.

Project Manager; MCCII FDP Roadway Improvements

Tim managed the oversite and support to all field staff during the utility investigation and production of an ASCE 38-02 compliant plan set. The project for Ware Malcomb included utility designation of over 2000' of roadway for a widening project at Quality Levels B, C & D.

Project Manager; Ward Station Area – Bridge, Plaza and Greenway

Sam provided a full Subsurface Utility Engineering plan meeting the requirements of ASCE 38-02, in support of Goodbee & Associates. Tim performed project management services, which included scheduling, reviewing field data, budget control, and sealing of drawings. The investigation included Quality Levels B, C & D.

Project Manager; Poudre Trunk Sewer Phase II

SAM provided a full Subsurface Utility Engineering plan meeting the requirements of ASCE 38-02, in support of the City of Greeley, which is designing a new Sewer collection system in Greeley area. Tim performed project management services, which included scheduling, reviewing field data, budget control, and sealing of drawings. The investigation included Quality Levels A, B, C & D.

Education: BS Civil Engineering, Michigan Technological University

RFP 2021-22P

Mitchell Creek Floodplain For City of Glenwood Springs

Prepared by

Wright Water Engineers, Inc.

818 Colorado Ave., Suite 307

Glenwood Springs, CO 81601

Scott Schreiber, P.E., CFM

(970) 945-7755

sschreiber@wrightwater.com

www.wrightwater.com

July 16, 2021

WWE
WRIGHT WATER ENGINEERS, INC.

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Roaring Fork Pump Station 2021-21P Bid Award

Action Requested: Approval of the Roaring Fork Pump Station 2021-21P Bid Award to Johnson Construction in the amount of $2,348,416.

Department: Public Works

Presented By: Matthew Langhorst, Public Works Director

Background Info: The City of Glenwood Springs has been in design and funding mode for a redundant pipe line system from the Roaring Fork Pump station, located adjacent to the 8th Street bridge, to the Red Mountain Water Treatment Plant. This pipe will allow the City to bypass the existing 44 year old 24" DIP line that currently exist and push water to the plant if the existing pipe were to fail, as it did in June of 2020.

If the existing pipe fails as it did in 2020 during the summer months, the City has to put a complete freeze on non-essential water use until the pipe is fixed, the plant is full and water tank levels can return to normal. This can take anywhere from 2-3 days of time depending on how bad the failure is and parts availability to repair the damage.

The redundant pipe will allow the City to inspect the existing pipe internally while still supplying water to the City either via No Name gravity flow or from the pump station itself. The redundant line will also make it so that the City staff can inspect the remaining 24" line from the pump station all the way back to the canyon tanks and not have watering restrictions due to limited flow from the pump station.

The third benefit of the pipe line design is a mixing vault that has been engineered adjacent to the water treatment plant on Red Mountain. This vault will allow the City to mix the No Name/Grizzly Creek gravity fed water with pumped water out of the Roaring Fork river. Currently the system will only allow either gravity water or pumped water to be sent to the plant, not both at the same time. During drought years this will give us 3 water sources that we can use concurrently to make up for water flow reductions in any of the three sources.

The project was bid in June of 2021 with bid responses due back July of 2021. Three contractors supplied bids to the City for the work with Johnson Construction being the low bidder at $2,348,416 and Phoenix Industries being the high bidder at $2,427,582.24. This a bid cost spread of only 3.4%, which means that the plans and specifications were thorough enough for the contractors to bid competitively.

The project has received a $500,000 grant from the Department of Local Affairs (DOLA) Energy and Mineral Impact Assistance Program and a $300,000 grant from the Colorado River District Community Funding Partnership grant program to help pay for construction costs.

Issues: None at this time.

Staff Recommendation: Staff is Recommending Approval of the Roaring Fork Pump Station 2021-21P Bid Award to Johnson Construction in the amount of $2,348,416.

BID FORM

FOR: Roaring Fork Pump Station - 2021-21P
(Project Name)

TO: City of Glenwood Springs
(Owner)

101 West 8th Street
(Address)

Glenwood Springs CO 81601
(City) (State) (Zip)

GENTLEMEN:

The undersigned (hereafter called the Bidder), a Johnson Construction, A Corporation
(Corporation, Partnership or Individual)

_____, organized and/or doing business under the laws of the State of Colorado, hereby proposes and agrees to furnish all the necessary labor, materials, equipment, tools and services necessary for the completion of all work stipulated in, required by, and in accordance with, the proposed contract documents hereto attached and the plans and other documents referred to therein (as altered, amended or modified by all addenda thereto). All in accordance with the Drawings, Specifications and other Contract Documents prepared by SGM, for the sum as stated in the totals for the items proposed, plus any and all sums to be added and/or deducted resulting from all extra and/or omitted work in accordance with the requirements of the Supplemental Conditions, Technical Specifications and with the unit and/or lump sum prices stated in the items bid form attached hereto.

The undersigned has examined the location of the proposed work, the Drawings, Specifications and other Contract Documents and is familiar with the local conditions at the place where the work is to be performed.

The undersigned Bidder hereby agrees to commerce work under this contract on or before a date specified in the "Notice to Proceed" and to fully complete the project within 30 consecutive calendar days thereafter.

The undersigned Bidder further agrees to pay as liquidated damages, the sum of $250.00 for each consecutive day thereafter as hereinafter provided in the Supplemental Conditions.

The undersigned Bidder hereby acknowledges receipt of any and all of the following Addenda:

Addendum No.	Dated
1	6/18/21
2	6/25/21
3	6/25/21
4	6/30/21
5	7/7/21
6	7/7/21

BID FORM (continued)

The Bid guarantee, the performance and payment bond, time of completion and other requirements related to the bid shall be in accordance with either the Supplementary Conditions, Technical Specifications, Contract Documents or the items listed below:

OTHER REQUIREMENTS BY OWNER:

The Contractor must submit a list of at least 3 similar projects within the last 7 years, and three corresponding references.

SEE ATTACHED Projects List - Highlighted

In the event this Bid is selected and a contract awarded to the undersigned, the following surety or sureties will sign the required Performance and Payment Bond:

Merchants / HUB

The following proposed items form a part of the Bid:

DATE 7/12/21

Signature:

If an Individual: _____ doing

business as _____

If a Partnership: _____

By _____, member of Firm

If a Corporation: Johnson Construction, Inc.

By Rob Bercher ROB BERCHER

Title Vice President

2

BID FORM (continued)

JOHNSON CONSTRUCTION INC. CORPORATE SEAL COLORADO

ATTEST: Tamy Johnson
Secretary

(CORPORATE SEAL)

Business Address of Bidder 124 W. 2nd St.
RIFLE, CO 81650

If Bidder is a corporation, supply the following information:

State in which incorporated COLORADO

Name and address of its:

President MIKE JOHNSON
124 W. 2nd St.

Secretary RIFLE, CO 81650

ADDENDUM TO PROFESSIONAL SERVICES AGREEMENT
City of Glenwood Springs

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

1. Contractor does not knowingly employ or contract with an illegal alien who will perform work under this agreement. Contractor shall not knowingly enter into a contract with a subcontractor that fails to certify to Contractor that the subcontractor shall not knowingly employ or contract with an illegal alien who will perform work under this Agreement.

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

3. Contractor has confirmed the employment eligibility of all employees who are newly hired for employment to perform work under this agreement through participation in the E-Verify Program or the Department Program.

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

5. If Contractor obtains actual knowledge that a subcontractor performing work under this Agreement knowingly employs or contracts with an illegal alien, Contractor shall be required to:

(a) notify the subcontractor and the City within three (3) days that Contractor has actual knowledge that the subcontractor is employing or contracting with an illegal alien; and

(b) terminate the subcontract with the subcontractor if within three (3) days of receiving the notice required pursuant to this subparagraph the subcontractor does not stop employing or contracting with the illegal alien; except that Contractor shall not terminate the contract with the subcontractor if during such three (3) days the subcontractor provides information to establish that the subcontractor has not knowingly employed or contracted with an illegal alien.

6. If Contractor participates in the Department Program, Contractor shall provide a notarized written affirmation to City that Contractor has, as required by the Department Program, examined the legal work status of employees hired to perform work under this Agreement and shall comply with all other requirements of the Department Program. (A sample contract affirmation may be obtained at: http://www.coworkforce.com/lab/pcs/default.asp)

7. Contractor shall comply with any reasonable request by the Colorado Department of Labor and Employment ("Department") made in the course of an investigation that the Department is undertaking pursuant to its legal authority.

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

9. If Contractor violates this Addendum, the City may terminate this Agreement for breach of contract. If this Agreement is so terminated, Contractor shall be liable for actual and consequential damages to the City arising out of said violation.

CONTRACTOR

DATE: 7/12/21 BY: Rob Bank

1

BID SCHEDULE - 2021-21P - Roaring Fork Pump Station

REMOVALS					
ITEM NUMBER	CONTRACT ITEM	UNIT	QTY	UNIT COST	EXTENDED COST
R1	TREE REMOVAL	EACH	4	$ 750.00	$ 3,000.00
R2	ASPHALT MILLING	SY	43	$ 130.00	$ 5,590.00
R3	LANDSCAPING WALL REPLACEMENT	EA	4	$ 5,000.00	$ 20,000.00
R4	REMOVE AND REPLACE CONCRETE PAVEMENT	SY	7	$ 500.00	$ 3,500.00
R5	REMOVE AND REPLACE ASPHALT	SY	2330	$ 50.00	$ 116,500.00
R6	REMOVE AND REPLACE GRAVEL	SY	168	$ 11.00	$ 1,848.00
R7	REMOVE AND REPLACE FENCE	LF	266	$ 15.00	$ 3,990.00
R8	SAWCUT CONCRETE	LF	176	$ 5.00	$ 880.00
R9	SAWCUT ASPHALT	LF	336	$ 3.00	$ 1,008.00
R10	RESET GATE POST	EA	3	$ 1,000.00	$ 3,000.00
R11	CLEARING AND GRUBBING	LS	1	$ 10,000.00	$ 10,000.00
R12	TREE TRIMMING	HR	15	$ 200.00	$ 3,000.00
R13	REMOVAL AND DISPOSAL OF SEDIMENT (LABOR)	HR	24	$ 50.00	$ 1,200.00
R14	REMOVAL AND DISPOSAL OF SEDIMENT (EQUIPMENT)	HR	16	$ 100.00	$ 1,600.00
R15	SWEEPING (SEDIMENT REMOVAL)	HR	12	$ 120.00	$ 1,440.00
R16	REMOVAL OF TRASH	HR	10	$ 200.00	$ 2,000.00
REMOVALS					$ 178,556.00

WATERLINE AND DRAINS					
ITEM NUMBER	**CONTRACT ITEM**	**UNIT**	**QTY**	**UNIT COST**	**EXTENDED COST**
W1	16" DIP CL52	LF	3121	$ 270.00	$ 842,670.00
W2	16" FITTINGS (ELBOWS AND REDUCERS) [2]	EACH	31	$ 3,350.00	$ 103,850.00
W3	16" BUTTERFLY VALVE	EACH	1	$ 6,000.00	$ 6,000.00
W4	CONNECT TO EXISTING	EACH	4	$ 10,000.00	$ 40,000.00
W5	12" GATE VALVE	EACH	1	$ 6,500.00	$ 6,500.00
W6	INSULATED WATERLINE (SEE PLAN FOR THICKNESS)	LF	86	$ 60.00	$ 5,160.00
W7	DRAIN OUTLET [3]	EA	1	$ 3,750.00	$ 3,750.00
W8	12" SDR21 PVC PIPE	LF	163	$ 135.00	$ 22,005.00
W9	12" FITTINGS (ELBOWS AND REDUCERS)	EACH	6	$ 1,500.00	$ 9,000.00
W10	12"X12" TEE	EA	2	$ 2,100.00	$ 4,200.00
W11	TEMPORARY TESTING TAP	EA	3	$ 2,800.00	$ 8,400.00
WATERLINE AND DRAINS					$ 1,051,535.00

EROSION CONTROL					
ITEM NUMBER	**CONTRACT ITEM**	**UNIT**	**QTY**	**UNIT COST**	**EXTENDED COST**
E1	EROSION LOG (12 INCH)	LF	57	$ 7.00	$ 399.00
E2	EROSION LOG CHECK DAM/INLET PROTECTION	EA	21	$ 160.00	$ 3,360.00
E3	SILT FENCE	LF	1786	$ 3.50	$ 6,251.00
E4	RIP RAP	CY	5	$ 200.00	$ 1,000.00
E5	EROSION CONTROL MANAGEMENT	LS	1	$ 8,500.00	$ 8,500.00
EROSION CONTROL					$ 19,510.00

VAULT ITEMS					
ITEM NUMBER	**CONTRACT ITEM**	**UNIT**	**QTY**	**UNIT COST**	**EXTENDED COST**
V1	PRECAST CONCRETE VAULT [1]	LS	1	$ 240,000.00	$ 240,000.00
V2	RETAINING WALL [1]	LS	1	$ 27,000.00	$ 27,000.00
V3	FLOOR DRAIN	EA	1	$ 750.00	$ 750.00
V4	VAULT PIPING, ELBOWS, AND REDUCERS [2]	LS	1	$ 110,000.00	$ 110,000.00
V5	24" BUTTERFLY VALVE	EA	1	$ 11,500.00	$ 11,500.00
V6	18" CHECK VALVE	EA	1	$ 46,000.00	$ 46,000.00
V7	2" AIR/VACUUM VALVE	EA	2	$ 3,000.00	$ 6,000.00
V8	18" BUTTERFLY VALVE - ELECTRIC ACTUATED	EA	1	$ 26,000.00	$ 26,000.00
V9	18" FLOWMETER	EA	1	$ 20,000.00	$ 20,000.00
V10	8" PRESSURE REDUCING VALVE	EA	1	$ 13,000.00	$ 13,000.00
V11	16" MJ BUTTERFLY VALVE	EA	2	$ 5,500.00	$ 11,000.00
V12	16" CHECK VALVE	EA	1	$ 44,000.00	$ 44,000.00
V13	16" FLOWMETER	EA	1	$ 16,100.00	$ 16,100.00
V14	16" LUGGED BUTTERFLY VALVE	EA	1	$ 5,000.00	$ 5,000.00
V15	ELETRICAL/HVAC INSTALLATION	LS	1	$ 50,000.00	$ 50,000.00
V16	SCADA CONTROLS	LS	1	$ 18,000.00	$ 18,000.00
VAULT ITEMS TOTAL					$ 644,350.00

OTHER ITEMS					
ITEM NUMBER	**CONTRACT ITEM**	**UNIT**	**QTY**	**UNIT COST**	**EXTENDED COST**
O1	POTHOLING	HR	16	$ 350.00	$ 5,600.00
O2	REVEGETATION OF DISTURBED AREAS	LS	1	$ 15,000.00	$ 15,000.00
O3	CONSTRUCTION SURVEYING	LS	1	$ 30,000.00	$ 30,000.00
O4	MOBILIZATION	LS	1	$ 110,000.00	$ 110,000.00
O5	TRAFFIC CONTROL (SPECIAL) LS	LS	1	$ 35,000.00	$ 35,000.00
O6	2IN ELECTRIC CONDUIT	LF	6540	$ 6.00	$ 39,240.00
O7	3IN ELECTRIC CONDUIT	LF	570	$ 50.00	$ 28,500.00
O8	CONDUIT PULL BOXES	EA	23	$ 615.00	$ 14,145.00
O9	TRENCH WIDENING FOR EXTRA CONDUIT (9TH ST)	LF	281	$ 80.00	$ 22,480.00
O10	LANDSCAPING ALLOWANCE (MIDLAND TO RED MOUNTAIN)	LS	1	$ 50,000.00	$ 50,000.00
O11	TEMPORARY SECURITY FENCE AND GATE (DURING VAULT CONSTRUCTION)	LS	1	$ 3,000.00	$ 3,000.00
O12	SANITARY FACILITIES (CONSTRUCTION)	LS	1	$ 1,500.00	$ 1,500.00
O13	F/A MINOR CONTRACT REVISIONS	FA	1	$ 100,000.00	$ 100,000.00
OTHER ITEMS TOTAL					$ 454,465.00

COST SUMMARY OF BID SCHEDULE

1	REMOVALS	$ 178,556.00	_____
2	WATERLINE AND DRAINS	$ 1,051,535.00	_____
3	EROSION CONTROL	$ 19,510.00	_____
4	VAULT ITEMS	$ 644,350.00	_____
5	OTHER ITEMS	$ 454,465.00	_____

TOTAL BID:

_____

(written)

BID (numeric) $ $ 2,348,416.00 _____

Submitted by: Johnson Construction, Inc.
Company

Submitted by: Rob Bercher
Authorized Personnel

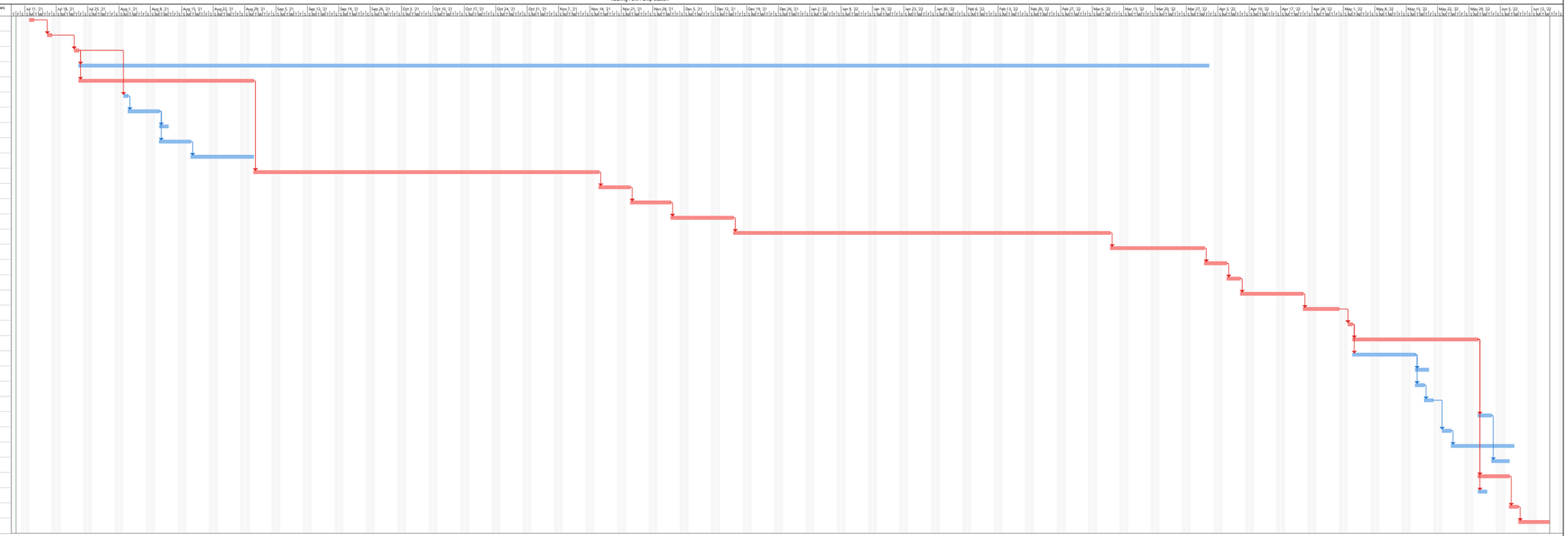
Vice President
Title of Authorized Personnel

Date of Bid: 7/12/2021

JOHNSON CONSTRUCTION, INC. SEAL COLORADO

City of Glenwood Springs
Roaring Fork Pump Station

ID		Task Mode	Task Name	Duration	Start	Finish	Predecessors	Resource Names
1			Bid Opening	1 day	Mon 7/12/21	Mon 7/12/21		
2			Award	1 day	Fri 7/16/21	Fri 7/16/21	1FS+3 days	
3			NTP	1 day	Thu 7/22/21	Thu 7/22/21	2FS+3 days	
4			Procurement	180 days	Fri 7/23/21	Thu 3/31/22	3	
5			16" DIP & Fittings Delivery	27 days	Fri 7/23/21	Mon 8/30/21	3	
6			Pre-Const. Meeting	1 day	Mon 8/2/21	Mon 8/2/21	3FS+6 days	
7			Mobilization	5 days	Tue 8/3/21	Mon 8/9/21	6	
8			Survey/Pothole	2 days	Tue 8/10/21	Wed 8/11/21	7	
9			Erosion Control	5 days	Tue 8/10/21	Mon 8/16/21	7	
10			Clear/Grub - Misc. Removals/Milling	10 days	Tue 8/17/21	Mon 8/30/21	9	
11			16" DIP - Sta. 4+60 to 29+00	55 days	Tue 8/31/21	Mon 11/15/21	5	
12			Asphalt - Midland, Red Mtn, & W 9t	5 days	Tue 11/16/21	Mon 11/22/21	11	
13			16" DIP - Sta. 29+00 to 31+45	7 days	Tue 11/23/21	Wed 12/1/21	12	
14			Misc. Replacements	10 days	Thu 12/2/21	Wed 12/15/21	13	
15			Winter Shut-Down - Allows for BFV	60 days	Thu 12/16/21	Wed 3/9/22	14	
16			Excavate/Shoring for Vault	15 days	Thu 3/10/22	Wed 3/30/22	15	
17			Tie-into Exist. Raw Waterlines	3 days	Thu 3/31/22	Mon 4/4/22	16	
18			12" PVC Drain - Vault	3 days	Tue 4/5/22	Thu 4/7/22	17	
19			Form/Pour Vault	10 days	Fri 4/8/22	Thu 4/21/22	18	
20			Retaining Wall	6 days	Fri 4/22/22	Fri 4/29/22	19	
21			Backfill Vault	1 day	Mon 5/2/22	Mon 5/2/22	20	
22			Vault Piping	20 days	Tue 5/3/22	Mon 5/30/22	21	
23			16" DIP - Sta. 0+37 to 4+60	10 days	Tue 5/3/22	Mon 5/16/22	21	
24			Asphalt - WTP, W 9th & Veltus Prkin	3 days	Tue 5/17/22	Thu 5/19/22	23	
25			Tie-into RF RWPS	2 days	Tue 5/17/22	Wed 5/18/22	23	
26			12" PVC Drain - RWPS	2 days	Thu 5/19/22	Fri 5/20/22	25	
27			Testing	3 days	Tue 5/31/22	Thu 6/2/22	22	
28			Revegetation	2 days	Mon 5/23/22	Tue 5/24/22	26	
29			Landscaping	10 days	Wed 5/25/22	Tue 6/7/22	28	
30			Resets	2 days	Fri 6/3/22	Mon 6/6/22	27	
31			Electrical/HVAC	5 days	Tue 5/31/22	Mon 6/6/22	22	
32			SCADA	2 days	Tue 5/31/22	Wed 6/1/22	22	
33			Start-Up	2 days	Tue 6/7/22	Wed 6/8/22	31	
34			Punch/De-Mob	5 days	Thu 6/9/22	Wed 6/15/22	33	



Project: RF Pump Station Sched
Date: Fri 7/9/21

Task | Split | Milestone | Summary | Project Summary | Inactive Task | Inactive Milestone | Inactive Summary | Manual Task | Duration-only | Manual Summary Rollup | Manual Summary | Start-only | Finish-only | External Tasks | External Milestone | Deadline | Critical | Critical Split | Progress | Manual Progress

Prime Contractor Specializing in Infrastructure, Road Building, Turn Key Projects,

Reclamation, Underground, and Water Rehabilitation.

Johnson Construction Inc. is a local family owned company with 78 years of experience in all aspects of earthwork. Our local employee pool and knowledgeable staff is what makes Johnson Construction a quality contractor. We are able to manage all aspects of projects in varying size and scope in both the public and private sectors, while being able to meet the required time line and budget. Our well-maintained fleet of updated machinery consists of dozers, excavators, blades, backhoes, loaders, and the experienced personnel to capably handle all project needs.

Contact Information:

Johnson Construction Inc.
124 W 2nd Street
PO BOX 1640
Rifle, CO 81650
info@johnconinc.com
970-625-2251 main
970-625-0280 fax
Web Site www.johnconinc.com

Johnson Construction Inc. Project List

- **Snowmass Building 11 (Haselden)**
  JCI Team – Chance Mackey, JD Allmon
  Project April 2021-Present
  - Building Excavation/Soil Nail Prep
  - Building earthwork screen and place
  - Site Utilities
  - Storm Drainage
  - Prep for concrete/paving
  - Backfill underground parking garage
  - Install Earth tube system
  - Over excavation and structural fill placement

  Brandon Hern - Superintendent
  303-728-3734
  Contract Amount $ 1,812,000

- **The Village Lot 2** — Yancy Nichol, (970) 701-0311
  JCI Team – Troy Rippy, Michael McFarland
  Project April 2021-Present — Contract Amount $ 1,450,000
  - Site Earthwork
  - Site Utilities
  - Storm Drainage
  - Prep for concrete/paving
  - Concrete Placement
  - Asphalt Paving

- **The Village Phase 1** — Yancy Nichol, (970) 701-0311
  JCI Team – Troy Rippy, Michael McFarland
  Project February 2021-Present — Contract Amount $ 775,700
  - Install Water/Sewer to Site
  - Install New Irrigation pump system
  - Earthwork
  - Site Utilities

- **CDOT VSF #11 (Buildings by Design)**
  JCI Team – Chance Mackey, Casey Jones
  Project March 2021-Present — Contract Amount $ 591,000
  - Building Excavation
  - Site Utilities
  - Storm Drainage
  - Prep for concrete/paving

- **CDOT Hwy 133 Rock Fall (Geovert)**
  JCI Team – Troy Rippy, Casey Jones
  Project June 2021-Present — Contract Amount $ 840,000
  - Large Redi Rock Wall
  - Structure excavation
  - Geogrid Reinforcement

- **Emergent #2** — James Brinkerhoff, (303) 601-6992
  JCI Team – Troy Rippy, JD Allmon
  Project November 2020-Present — Contract Amount $190,000
  - Earthwork/Embankment Fill
  - Building excavation & Backfill
  - Water
  - Sewer
  - Road/Parking Prep

- **Basalt Medical Office (Haselden)**
  JCI Team – Chance Mackey, Casey Jones

Project September 2020-Present Contract Amount $ 500,000

- Building Excavation/Soil Nail Prep
- Site Utilities
- Storm Drainage
- Prep for concrete/paving
- Backfill underground parking garage

➢ **Silt Round-A-Bout** Yancy Nichol
JCI Team – Troy Rippy, Michael McFarland (970) 701-0311
Project August 2020-Present Contract Amount $1,400,000

- Earthwork/Embankment Fill
- Detour on Hwy 6
- Storm Drainage
- Paving
- Concrete
- Pedestrian Items

➢ **Spring Born Farms (Musick Built)** Ian Musick
JCI Team – Troy Rippy, JD Allmond (720) 620-1177
Project April 2020-Present Contract Amount $1,150,000

- Earthwork/Embankment Fill
- Large Underground Storage Tank
- Water system
- Sewer ISDS System
- Road/Parking Prep

➢ **RFTA AMF Fuel Replacement** Nick Senn
JCI Team – Troy Rippy, Casey Jones (970) 384-4862
Project April 2020-November 2020 Contract Amount $2,775,000

- Removal of structures
- Removal of underground tanks
- Install new fuel system
- Temp fuel station
- New fuel canopy
- Concrete and paving

➢ **Rifle Retail Ventures Phase 2** Nick Vollman
JCI Team – Rob Bercher, Troy Rippy (614) 207-7417
Project February 2020-April 2020 Contract Amount $250,000

- Mass Earthwork
- Water & Sewer Mainline
- Paving
- Concrete

- Signage
- Drainage

➢ **Haymeadow Filing 1**
JCI Team – Rob Bercher, Troy Rippy, Chance Mackey
Project April 2019-August 2020

Michael Hood
(970) 331-4492
Contract Amount $7,900,000

- Mass Earthwork
- Water & Sewer Mainline w/ Services
- Construction of Trail
- Landscaping and Drainage Installation
- Paving
- Concrete
- Round-about construction
- Storm Drain
- Shallow Utilities

➢ **City of Rifle Waterline 2019**
JCI Team- Michael Johnson, Troy Rippy
Project May 2019-January 2020

Craig Spaulding
(970) 665-6556
Contract Amount $2,600,000

- Trenching
- Waterline placement
- Concrete and asphalt prep
- 24" Water main
- Curb & Gutter
- CDOT Paving
- Bore under Rail Road

➢ **Golden Gate C-Store**
JCI Team – Michael Johnson, Rob Bercher
Project July 2019-December 2019

Jacob Park
(208) 244-4594
Contract Amount $1,900,000

- Trenching
- Waterline placement
- Concrete and asphalt prep
- Paving
- Curb & Gutter
- Fuel Tank Excavation
- Dewatering
- Building Excavation
- Storm Drain
- CDOT Widening

➢ **Promontory**
JCI – Team Rob Bercher, Troy Rippy
Project March 2019-June 2019

AEI Naperplace LLC
(760) 207-9080
Contract Amount $460,000

- Install Water & Sewer Services

- Paving
- Concrete

➢ **North Pastures Phase 6** Savage Land Company
JCI Team – Michael Johnson (970) 625-1470
Project October 2018-June 2019 Contract Amount $600,000
- Install Water & Sewer Mains
- Construction of new sub-division
- Earthwork
- Paving
- Concrete

➢ **Redstone Coke Ovens Phase 2** Pitkin County
JCI Team – Troy Rippy, Chance Mackey (970) 920-5291
Project October 2018-June 2019 Contract Amount $530,000
- Removal and Replacement of Warf Wall
- Construction of Trail
- Landscaping and Drainage Installation

➢ **Dollar General-Battlement Mesa** AlTech Inc
JCI Team - Troy Rippy, Rob Bercher (903) 832-7096
Project Jan 2019-June 2019 Contract Amount $360,000
- Excavation and Subgrade Placement
- Utility Trenching
- Utility Placement
- Building Excavation
- Import Fill
- Storm Drain

➢ **City of Rifle Waterline Replacement** Brian Prunty
JCI Team – Rob Bercher (970) 665-6554
Project August 2018-September 2018 Contract Amount $739,000
- Trenching
- Waterline placement
- Concrete and asphalt prep
- Paving
- Curb & Gutter

➢ **Town of Palisade Waterline Extension Cameo** Dave Kotz
JCI Team – Rob Bercher, Troy Rippy (970) 379-9792
Project July 2018 – August 2018 Contract Amount $200,000
- Earthwork
- Concrete Prep
- Shelter Construction
- Water line placement

- **Carbondale - Snowmass Trail** — Kevin Schorzman
  JCI Team – Michael Johnson — (970)510-1217
  Project June 2018 – August 2018 — Contract Amount $400,000
  - Earthwork
  - Concrete Prep
  - Retaining Wall Construction
  - Dry Well
  - Paving
  - Utility Conduits

- **New Castle 4th & 5th street upgrades** — John Wenzel
  JCI Team – Michael Johnson — (970)989-0002
  Project June 2018 – July 2018 — Contract Amount $250,000
  - Earthwork
  - Concrete Prep
  - Concrete Placement
  - Paving
  - Water line placement

- **Cameo Shooting Range – Colorado Parks and Wildlife** — Gene Potter
  JCI Team – Rob Bercher, Troy Rippy — (303)291-7315
  Project March 2018 – August 2018 — Contract Amount $2,100,000
  - Earthwork
  - Concrete Prep
  - Shelter Construction
  - Water line placement
  - Utility line placement

- **Lakota Ridge Senior Apartments** — Taylor Khors
  JCI Team – Rob Bercher, Troy Rippy — (303) 928-1834
  Project August 2017 – September 2018 — Contract Amount $1,200,000
  - Infrastructure placement
  - Water line
  - Sewer line
  - Concrete Prep
  - Storm Drainage

- **RRV Subdivision Phase 1** — Nick Vollman
  (614) 207-7417
  Project March 2018 – September 2018 — Contract Amount $500,000
  - Street Construction
  - Concrete
  - Asphalt Paving

- Concrete Sidewalk, Curb & Gutter
- Storm Drainage
- Class 6 Prep
- Signal Mast Arm Lighting

➢ **Rio Blanco Landfill Leachate Pond** — Rio Blanco County
➢ JCI Team – Rob Bercher, Troy Rippy — (970) 878-9590
Project October 2017 – November 2017 — Contract Amount $198,000

- Excavation
- Liner placement
- Access Road Construction
- Storm Drainage

➢ **5th Street Reconstruction – City of Rifle** — Rick Barth
(970) 665-6559
Project April 2017 – June 2017 — Contract Amount $700,000

- Street Reconstruction
- Concrete
- Asphalt Paving
- Concrete Sidewalk, Curb & Gutter
- Storm Drainage
- Class 6 Prep
- Landscaping/Irrigation

➢ **South Bridge Waterline Replacement – City of Rifle** — Rick Barth
(970) 665-6559
Project June 2017 – April 2018 — Contract Amount $1,800,000

- 36" Auger/Hand Bore I-70 ramps
- 12" Water Main - Underground
- 16" Insulated Water Main – Bridge Hung
- Concrete Paving, Sidewalk, Curb & Gutter
- Removals
- Conduits
- Restorations

➢ **3rd Street Improvements – Town of Carbondale** — Kevin Schorzman
(970) 618-2545
Project April 2017 – June 2017 — Contract Amount $500,000

- Street Reconstruction
- Concrete
- Asphalt Paving
- Concrete Sidewalk, Curb & Gutter

- Storm Drainage
- Class 6 Prep
- Electrical/Lighting
- Landscaping/Irrigation

➢ **El Jebel Road Improvements – Eagle County/CDOT** Yancy Nichol
(970) 701-0311

Project April 2017 – August 2017 Contract Amount $2,100,000

- Roundabout Construction
- Concrete Paving
- Asphalt Paving
- Concrete Sidewalk, Curb & Gutter
- Storm Drainage
- Class 6 Prep
- Signage/Striping
- Electrical/Mast Arm

➢ **RFTA West Glenwood Park and Ride – Phase 2** Joseph Bair
(970) 384-4978

Project April 2017 – June 2017 Contract Amount $850,000

- Earthwork
- Steel Stair Structure
- Fencing/Gate/Electronic/Sensor
- Lighting
- Parking lot prep
- Paving
- Striping

➢ **RFTA West Glenwood Park and Ride** Nick Senn
(970) 384-4862

Project July 2016 – Nov 2016 Contract Amount $1,500,000

- Earthwork
- MSE Wall
- Parking lot prep
- Double Bathroom
- Paving
- Concrete

➢ **RFTA New Castle Park and Ride** Nick Senn
(970) 384-4862

Project April 2016 – Aug 2016 Contract Amount $600,000

- Earthwork

- Storm Drain
- Parking lot prep
- Landscaping
- Paving
- Concrete

➢ **Cattle Creek Accel and Decel Lanes Garfield county**

Project June 2016-August 2016

Jeff Nelson
(970) 379-5162
Contract Amount $750,000

- Box Culvert
- Paving
- Earthwork
- Structural Fill
- Storm Drainage

➢ **Town of New Castle, Main Street Streetscape Improvements 5th and 6th Street**

Project September 2015 – May 2016

Dave Gray
(970)984-0669
Contract Amount $530,000

- Reconstruct sidewalks
- Retaining walls
- Electrical snow melt
- Irrigation systems
- Paving
- Sidewalks and Pavers
- Planters

➢ **RFTA Carbondale Park and Ride**

Nick Senn
(970) 384-4862

Project Aug 2015 – April 2016

Contract Amount $800,000

- Earthwork
- 15' deep dry wells
- Parking lot prep
- Double Bathroom
- Paving
- Concrete

➢ **Whiteriver Ave Ped Trail (City of Rifle)**

Rick Barth
(970) 665-6559

Project May 2015-Aug 2015

Contract Amount $600,000

- Retaining Wall
- Street Reconstruction
- Storm Sewer
- Concrete
- Paving

➢ **Pioneers Medical Center – Haselden Construction**

Shawn Morrison
(720) 341-7948
Contract Amount $2,500,000

Project March 2014-June 2015

- 130,000 cubic yards mass excavation
- Onsite Utilities
- Water main, sewer main installation
- Muck excavation
- Building pad prep

➢ **I-70 Exit 105 to Apple Tree Park Pedestrian Trail**

Jeff Simonson
(970) 945-1004
Contract Amount $800,000

Project Aug 2014- Oct 2014

- Concrete
- Paving
- Boulder Walls

COLORADO
Department of Transportation
Office of the Chief Engineer

Civil Rights & Business Resource Center
2829 W. Howard Place, Ste. 139
Denver, CO 80204-2305

NOTIFICATION OF PREQUALIFICATION

March 4, 2021

Johnson Construction, Inc.
124 W 2nd Street
Rifle, CO 81650

Limit Amount: $20 million
Vendor ID: 600A

Reference is made to your application for registration as a qualified bidder on Colorado Highway work, dated March 4, 2021. Your file has been reviewed and determined to be complete. Based on the financial information and experience contained in your application, your firm is allowed to submit bids up to $20 million.

Bids from a general contractor will be received subject to any limitation stated above, and with due consideration to the amount of work presently under contract, past performance on highway contracts, and the contractor's financial status at the time of bidding. It is further understood that the bidder has available the staff and equipment adequate for any project on which a bid is submitted; that the contractor's staff and equipment will be available to undertake the work on which bids are currently made, promptly after award of contract; and that the work will be carried on expeditiously and under proper supervision.

This notice supersedes all previous notices. This prequalification will expire on 2/28/2022. You must file a new application 17 days prior to that time to remain current. It is the contractor's sole responsibility to obtain and file the necessary forms each year prior to expiration. Renewals can now be made online at https://cdot.dbesystem.com.

Regards,

Darrell Wells
Contract Administrator III

HUB International Colorado

2000 S. Colorado Blvd. • Tower II • Suite 150
Denver, CO 80222
Toll Free: (888) 795-0300

hubinternational.com

March 26, 2021

Colorado Department of Transportation
4201 E. Arkansas Avenue
Denver, CO 80222

RE: Johnson Construction, Inc.

Dear Madam or Sir:

We currently represent Johnson Construction, Inc. on all matters involving insurance and surety bonding and have had the privilege of doing so for over a decade. Throughout our long relationship with the company and its principals, they have earned a well-deserved reputation for successful completion of a variety of projects in a very workmanlike manner.

Currently, and in the past, we have supported Johnson Construction, Inc. with bonding capacity in the $30,000,000 range on a single project with an aggregate capacity in the $45,000,000 range. Should the appropriate opportunity arise, we would also gladly consider larger requests.

Keep in mind that formal approval of any bond is conditioned upon factors specific to the project, contract, financial position of the company at the time of need and other underwriting conditions, so this letter should not be construed as a formal commitment to provide bonds at this time.

We hold Johnson Construction, Inc. and its principals in the highest regard and urge you to extend every possible consideration to their proposal. I would gladly respond to any further inquiry you may have.

Sincerely,

Tim Blanchard
President – Colorado Market
HUB International Colorado
Phone: (970) 254-3316

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item:	Swearing in of New Deputy Fire Chief
Action Requested:	Doug Gerrald, Battalion Chief, accepted the Deputy Fire Chief position effective August 16, 2021. He needs to be sworn in prior to taking office.
Department:	City Administration
Presented By:	Debra Figueroa, City Manager
Background Info:	None.
Issues:	This is a new position that was approved by Council and funded in the 2021 supplemental budget.
Staff Recommendation:	Staff thought it would be meaningful to have Mayor Godes swear in this new critical position.

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: ESG Homeless Assistance Funding and Contract

Action Requested: Approve a subrecipient agreement with Mountain Family Health Center to administer the Emergency Solutions Grants Program awarded to the City by the Colorado Department of Local Affairs.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: The City was awarded $297,570 in Emergency Solutions Funding to help prevent homelessness and to assist individual and families that are homeless. The City is partnering with Mountain Family Health Center (MFHC) to provide these services.

Debbie Wilde will present the overall program. A presentation is attached.

Issues: NA

Staff Recommendation: Staff recommends approving the subrecipient agreement with Mountain Family Health Center.

Glenwood Springs COVID-19 Housing Stability Emergency Solutions Grant CV-2

June 1, 2021 to August 31, 2022

West Mountain Regional Health Alliance

Homeless Response Coordinator and HMIS Administration

Presenter: Debbie Wilde on behalf of Cristina Gair, WMRHA ED

West Mountain Regional Health Alliance

- WMRHA Mission: To build an integrated healthcare system to achieve optimal health for all people who live in the West Mountain region
- WMRHA Staff, Cristina Gair, Executive Director and Consultant Carolyn Hardin
- Mountain Family Health Centers Fiscal Team: Steve Leazer, Director of Finance and Annette Franta, CFO

Grant Components: Street Outreach, Emergency Shelter, and HMIS

$297,570 Grant

SO: $115,000;

TES: $133,000

HMIS: $25,000

Admin: $25,570

Street Outreach: Case Management

- *WMRHA will contract with a local service provider to procure a Glenwood Springs Housing Case Manager to conduct pandemic-safe Street Outreach, assessing housing and service needs, arranging, coordinating, and monitoring the delivery of individualized services to meet the needs of the unhoused persons in Glenwood Springs.*

- *Prospective Service Provider: Mind Springs HealthWMRHA will contract with a local service provider to procure a Glenwood*
- *Springs Housing Case Manager to conduct pandemic-safe Street Outreach, assessing*
- *housing and service needs, arranging, coordinating, and monitoring the delivery of*
- *individualized services to meet the needs of the unhoused persons in Glenwood Springs.*

Temporary Emergency Shelter

- *WMRHA will subcontract to local temporary and emergency shelter service providers to conduct activities aiming to minimize the number of people without basic shelter.*

- *Prospective provider: Catholic Charities of the Western Slope*

HMIS Data & Administration

WMRHA will ensure all subgrantees complete required data entry, monitor and review data quality, analyze it, and complete all required reporting.

Thank you!

PROFESSIONAL SERVICES CONTRACT

This Contract is entered into this 1st day of July 2021, by and among the City of Glenwood Springs ("COGS"), a Colorado municipal corporation, with an administrative office located at 101 West 8th Street, Glenwood Springs, CO 81601; Mountain Family Health Centers ("MFHC"), a Colorado nonprofit corporation whose address is 1905 Blake Avenue, Glenwood Springs, CO 81601; Colorado West Regional Mental Health, Incorporated d/b/a Mind Springs Health Inc., a Colorado nonprofit corporation ("MSH"), whose address is 2802 S. Grand Ave., Glenwood Springs, CO 81601; and West Mountain Regional Health Alliance ("WMRHA"), with its principal office located at 2700 Gilstrap Court, Suite 100, Glenwood Springs, CO 81601, for the purpose of setting forth their understanding and agreement regarding services to be provided to COGS.

Recitals

A. COGS is a Colorado municipal corporation providing responsive and responsible governance by developing, adopting, and implementing public policy consistent with community needs, and in accordance with Federal and State requirements.

B. WMRHA is a private non-profit community organization working to build integrated healthcare systems to achieve optimal health for all people who live in the West Mountain region.

C. MSH is a leading behavioral health provider on Colorado's western slope.

D. MFHC is a private non-profit community-led health center system.

E. COGS and WMRHA entered into an agreement to respond to a grant award from the Department of Local Affairs of the State of Colorado for the Emergency Solutions Grant CV-2.

F. COGS was awarded the grant, and WMRHA, MSH, and MFHC will perform services pursuant to the grant.

G. Now, therefore, in consideration of the mutual covenants and agreements contained in this Contract, and other good and valuable consideration, the Parties agree as follows:

Terms and Conditions

1. Contract Project. This contract is a sub-agreement to the ESG-CV2 grant award June 1, 2021- August 31, 2022. The grant award is attached hereto as **Exhibit A**: City of Glenwood Springs ESG-CV2.

2. Term of Contract. This Contract will be effective from July 1, 2021, and will terminate on August 31, 2022, at which time the Contract will expire and the contractual

relationship among the parties will terminate, unless the parties enter into another written contract signed by all parties, or the contract is terminated by one or more parties pursuant to Section 5(a).

3. Services to be Performed. WMRHA, MSH, and MFHC agree to provide the following services:

(a) WMRHA will administer and procure provider services for emergency shelter, street outreach, and the Homeless Management System Information data entry system as described in the grant award (ESG-CV2).

(b) MSH will provide counseling and participant support services consistent with the grant award.

(c) MFHC will serves as the fiscal agent for the grant project by providing bookkeeping services, overseeing grant fund payments, and accounting for the same.

4. Payment for Services. COGS will compensate WMRHA for the services provided per the grant award as described in **Exhibit A** as follows:

(a) Compensation for the services shall be the actual costs expended and operating expenses for the staffing to provide the services described in Section 3, Terms and Conditions, above, not to exceed $297,570 during the term of the contract, unless the amount is reallocated by amendment as described in Section 11.

(b) WMRHA, MSH, and all other WMRHA, MFHC and MSHs shall be responsible for reporting and payment of all federal and state income tax for amounts received pursuant to this Agreement.

(c) WMRHA, MFHC and MSHs will invoice WMRHA for their services, WMRHA will transmit the invoices to and obtain payment from COGS for the same, and remit payment to the WMRHA, MFHC and MSHs.

(d) WMRHA will submit to COGS invoices detailing actual costs expended by the 10th day of the month following the provision of services. WMRHA acknowledges that COGS must receive invoices within two months of the provision of service and understands that failure to submit an invoice in a timely manner will result in forfeiture of payment for services rendered. COGS will make all payments to WMRHA within five business days after receiving the monthly invoice from WMRHA.

5. Status. The parties understand and agree that each party hereto is an independent agency and shall not be deemed to be under the control or direction of any other party for any purpose. WMRHA, MSH, and any other WMRHA, MFHC and MSHs shall provide all materials necessary to perform all services to be provided as described herein. MFHC is responsible for all employment expenses of its employees, including tax withholding, worker's compensation, unemployment, retirement, health insurance and other related costs.

(a) Any party may terminate this contract immediately during the contract period if any other party violates the terms of the Contract. Additionally, any party may

terminate its services under the contract, without cause, with 30 days written notice. A party's terminating its services without cause will not affect the continued effectiveness and enforceability of this contract as between and among the remaining parties.

(b) The parties will not combine their business operations in any way and will maintain all such operations separately and distinctly.

(c) WMRHA, through MFHC, is required to maintain its own Professional Liability Insurance, in an amount not less than $1,000,000 for each occurrence and $3,000,000 for all occurrences in any one policy year, at MFHC's expense, during the term of this Contract. MFHC agrees to provide proof of such insurance coverage to MSH and COGS and to provide updated information as its policy renews or changes.

(d) WMRHA will be responsible for all costs and expenses incidental to the performance of services pursuant to this Agreement, including without limitation, all costs of business expenses, fees, fines, licenses or taxes required of or imposed against MFHC. MSH will not be responsible for any expenses incurred by MFHC in performing services.

6. Protected Health Information. The Parties may receive or create from or on the behalf of the other party certain health or medical information ("Protected Health Information" or "PHI" as defined in 45 C.F.R. Section 164.501) in connection with the performance of services under this agreement. Use or disclosure of this PHI is subject to protection under State and federal law including the Health Insurance Portability and Accountability Act of 1996, Public Law 104-191 ("HIPAA"), and the Law (42 C.F.R. Part 2) regarding disclosure of substance abuse information. The Parties specifically agree that they will take such action as is necessary to implement the requirements of HIPAA and other applicable laws relating to the security of confidentiality of PHI.

7. Licensing Requirements. WMRHA and MSH agree that they have complied with all federal, state and local laws regarding business permits and licenses that may be required to carry out the work to be performed under this Contract.

8. Records. To the extent permitted or required by applicable law or regulation, WMRHA will be solely responsible for maintaining patient confidentiality with respect to any information that MFHC obtains pursuant to this section.

9. Insurance Requirements. The Parties shall be responsible for its own independent general liability insurance, automobile insurance, worker's compensation, and any other insurance necessary to perform the duties contemplated by this Agreement and shall indemnify and hold harmless the City from any acts attributable to WMRHA, MFHC and MSH's negligence for which the City may be held liable not covered by the City's insurance.

10. Indemnification. WMRHA, MFHC and MSH hereby covenants and agrees to indemnify, save, and hold harmless the City, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorneys' fees, litigation, judgments, damages, claims, and demands of any kind whatsoever arising from or out of any negligent act or omission or other tortious conduct of WMRHA, MFHC and MSH, its officers, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

11. Entire Agreement. This Agreement, along with any addendums and attachments hereto, constitutes the entire agreement between the parties. The provisions of this Agreement may be amended at any time by the mutual consent of both parties. The parties shall not be bound by any other agreements, either written or oral, except as set forth in this Agreement.

12. Governing Law and Venue. This Agreement shall be governed by the laws of the State of Colorado, and venue shall be in the County of Garfield, State of Colorado.

13. Governmental Immunity Act. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions of the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101, et seq.

14. Assignability. WMRHA, MFHC and MSH shall not assign this Agreement without the City's prior written consent.

15. Binding Effect. This Agreement shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective heirs, personal representatives, successors, and assigns.

16. Survival Clause. The "Indemnification" provision set forth in this Agreement shall survive the completion of the Services and the satisfaction, expiration, or termination of this Agreement.

17. Severability. In the event a court of competent jurisdiction holds any provision of this Agreement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Agreement.

18. Headings. Paragraph headings used in this Agreement are for convenience of reference and shall in no way control or affect the meaning or interpretation of any provision of this Agreement.

19. Notices. Written notices required under this Agreement and all other correspondence between the parties shall be directed to the following and shall be deemed received when hand-delivered or three (3) days after being sent by certified mail, return receipt requested:

If to the City:	Debra Figueroa, City Manager City of Glenwood Springs 101 West 8th Street Glenwood Springs, CO 81601
If to WMRHA:	West Mountain Regional Health Alliance 2700 Gilstrap Court, Suite 100 Glenwood Springs, CO 81601
If to MFHS	Mountain Family Health Centers 1905 Blake Avenue Glenwood Springs, CO 81601

If to MSH Colorado West Regional Mental Health, Incorporated
d/b/a Mind Springs Health Inc.
2802 S. Grand Ave.
Glenwood Springs, CO 81601

20. Authority. Each person signing this Agreement, and any addendums or attachments hereto, represents and warrants that said person is fully authorized to enter into and execute this Agreement and to bind the party it represents to the terms and conditions hereof.

21. Attorneys' Fees. Should this Agreement become the subject of litigation between the City and WMRHA, MFHC and MSH, the prevailing party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

22. Agreement Subject to Appropriation. To the extent this Agreement constitutes a multiple fiscal year debt or financial obligation of the City, it shall be subject to annual appropriation pursuant to Article X, Section 20 of the Colorado Constitution and other relevant statutory authority. The City shall have no obligation to continue this Agreement in any fiscal year in which no such appropriation is made.

CITY OF GLENWOOD SPRINGS	**WEST MOUNTAIN REGIONAL HEALTH ALLIANCE**
Signature	Signature
Date	Date

MOUNTAIN FAMILY HEALTH CENTERS	**COLORADO WEST REGIONAL MENTAL HEALTH, INCORPORATED D/B/A MIND SPRINGS HEALTH INC.**
Signature	Signature
Date	Date

EXHIBIT A

Copy of Grant

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Ordinance No 2021-10; An Ordinance of the City Council of the City of Glenwood Springs, Colorado, Amending the 2021 Appropriation Ordinance to Reflect Carryovers from the 2020 Budget, Reallocation of Funds, and Expenditures Approved after Submission of the 2021 Budget (ONE READING)

Action Requested: Pass Ordinance No 2021-10.

Department: City Administration

Presented By: Steve Boyd, COO
Yvette Gustad, Finance Director

Background Info: Council will occasionally direct staff to spend resources that are not currently budgeted or staff needs to move funds from one line item to another for accounting purposes. The primary issue this Ordinance addresses is the recently passed implementation of the salary survey.

Several other appropriations are included as described in Attachment 1.

Issues: None

Staff Recommendation: Staff recommends approval

ORDINANCE NO. 10

Series of 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING THE 2021 APPROPRIATION ORDINANCE TO REFLECT CARRYOVERS FROM THE 2020 BUDGET, REALLOCATION OF FUNDS, AND EXPENDITURES APPROVED AFTER SUBMISSION OF THE 2021 BUDGET.

WHEREAS, the City of Glenwood Springs appropriated funds for the fiscal year 2021 commencing January 1, 2021 and ending December 31, 2021 by Ordinance No.28, Series of 2020; and

WHEREAS, subsequent to the adoption of the 2021 budget, City Council determined it necessary to carry over into the 2021 budget funds for projects that were budgeted for but not completed in 2020; and

WHEREAS, the City's recent redesign of its Chart of Accounts to more effectively budget and manage financial activities requires the reallocation of funds from one budget line to another; and

WHEREAS, subsequent to the adoption of the 2021 budget, City Council approved via vote from the dais the expenditure of additional funds in 2021 for certain initiatives;

WHEREAS, the City Council has determined it is the best interest of the City to amend the 2021 appropriation ordinance to reflect the modifications described herein and more fully on Exhibit A attached hereto and incorporated herein; and

WHEREAS, pursuant to Section 4.4(j) of the Municipal Charter of the City of Glenwood Springs, an appropriation ordinance is not required to have introductory and second readings.

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

The appropriation of funds for fiscal year 2021, as approved by Ordinance 2020-28, is hereby amended as set forth on **Exhibit A**.

INTRODUCED, READ, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS 5TH DAY OF AUGUST 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

_____
Jonathan Godes, Mayor

_____
Ryan Muse, City Clerk

Exhibit A - Appropriations Ordinance 2021-10 (#2)

Fund, Department	General Ledger Account Number	Amount	Explanation
The following supplemental appropriations are funds not previously appropriated by Council			
The following supplemental appropriations result from the Compensation Study approved by Council on July 15, 2021			
General Fund, Administration	01112-51110 - Regular Employees	$43,608	Salary Study Implementation Aug-Dec
General Fund, Administration	01112-51250 - FICA Contribution	$3,336	
General Fund, Administration	01112-51260 - Retirement Contribution	$3,053	
General Fund, Administration	01112-51270 - Unemployment Insurance	$131	
General Fund, Recreation	01113-51110 - Regular Employees	$31,745	
General Fund, Recreation	01113-51250 - FICA Contribution	$2,428	
General Fund, Recreation	01113-51260 - Retirement Contribution	$2,222	
General Fund, Recreation	01113-51270 - Unemployment Insurance	$95	
General Fund, City Clerk	01114-51110 - Regular Employees	$3,525	
General Fund, City Clerk	01114-51250 - FICA Contribution	$270	
General Fund, City Clerk	01114-51260 - Retirement Contribution	$247	
General Fund, City Clerk	01114-51270 - Unemployment Insurance	$11	
General Fund, Human Resources	01115-51110 - Regular Employees	$13,518	
General Fund, Human Resources	01115-51250 - FICA Contribution	$1,034	
General Fund, Human Resources	01115-51260 - Retirement Contribution	$946	
General Fund, Human Resources	01115-51270 - Unemployment Insurance	$41	
General Fund, Finance	01116-51110 - Regular Employees	$30,003	
General Fund, Finance	01116-51250 - FICA Contribution	$2,295	
General Fund, Finance	01116-51260 - Retirement Contribution	$2,100	
General Fund, Finance	01116-51270 - Unemployment Insurance	$90	
General Fund, IT	01117-51110 - Regular Employees	$34,083	
General Fund, IT	01117-51250 - FICA Contribution	$2,607	
General Fund, IT	01117-51260 - Retirement Contribution	$2,386	
General Fund, IT	01117-51270 - Unemployment Insurance	$102	
General Fund, Municipal Court	01118-51110 - Regular Employees	$4,442	
General Fund, Municipal Court	01118-51250 - FICA Contribution	$340	
General Fund, Municipal Court	01118-51260 - Retirement Contribution	$311	
General Fund, Municipal Court	01118-51270 - Unemployment Insurance	$13	
General Fund, Facilities	01121-51110 - Regular Employees	$25,949	
General Fund, Facilities	01121-51250 - FICA Contribution	$1,985	
General Fund, Facilities	01121-51260 - Retirement Contribution	$1,816	
General Fund, Facilities	01121-51270 - Unemployment Insurance	$78	

Exhibit A - Appropriations Ordinance 2021-10 (#2)

Fund, Department	General Ledger Account Number	Amount	Explanation
General Fund, Arts	01122-51110 - Regular Employees	$3,563	Salary Study Implementation Aug-Dec
General Fund, Arts	01122-51250 - FICA Contribution	$273	
General Fund, Arts	01122-51260 - Retirement Contribution	$249	
General Fund, Arts	01122-51270 - Unemployment Insurance	$11	
General Fund, Police	01131-51110 - Regular Employees	$220,278	
General Fund, Police	01131-51250 - FICA Contribution	$3,194	
General Fund, Police	01131-51240 - FPPA Contribution	$4,727	
General Fund, Police	01131-51260 - Retirement Contribution	$15,419	
General Fund, Police	01131-51265 - Police Retirement	$16,521	
General Fund, Police	01131-51270 - Unemployment Insurance	$661	
General Fund, Comm Dev	01141-51110 - Regular Employees	$17,285	
General Fund, Comm Dev	01141-51250 - FICA Contribution	$1,322	
General Fund, Comm Dev	01141-51260 - Retirement Contribution	$1,210	
General Fund, Comm Dev	01141-51270 - Unemployment Insurance	$52	
General Fund, Engineering	01144-51110 - Regular Employees	$23,849	
General Fund, Engineering	01144-51250 - FICA Contribution	$1,824	
General Fund, Engineering	01144-51260 - Retirement Contribution	$1,669	
General Fund, Engineering	01144-51270 - Unemployment Insurance	$72	
General Fund, Building	01145-51110 - Regular Employees	$12,264	
General Fund, Building	01145-51250 - FICA Contribution	$938	
General Fund, Building	01145-51260 - Retirement Contribution	$859	
General Fund, Building	01145-51270 - Unemployment Insurance	$37	
General Fund, Streets	01153-51110 - Regular Employees	$67,278	
General Fund, Streets	01153-51250 - FICA Contribution	$5,147	
General Fund, Streets	01153-51260 - Retirement Contribution	$4,709	
General Fund, Streets	01153-51270 - Unemployment Insurance	$202	
General Fund, Parks & Rec	01154-51110 - Regular Employees	$22,636	
General Fund, Parks & Rec	01154-51250 - FICA Contribution	$1,732	
General Fund, Parks & Rec	01154-51260 - Retirement Contribution	$1,585	
General Fund, Parks & Rec	01154-51270 - Unemployment Insurance	$68	
W/WW Fund, Administration	21211-51110 - Regular Employees	$44,330	
W/WW Fund, Administration	21211-51250 - FICA Contribution	$3,391	
W/WW Fun, Administration	21211-51260 - Retirement Contribution	$3,103	
W/WW Fun, Administration	21211-51270 - Unemployment Insurance	$133	
W/WW Fund, Water Treatment	21410-51110 - Regular Employees	$15,417	
W/WW Fund, Water Treatment	21410-51250 - FICA Contribution	$1,179	
W/WW Fund, Water Treatment	21410-51260 - Retirement Contribution	$1,079	
W/WW Fund, Water Treatment	21410-51270 - Unemployment Insurance	$46	
W/WW Fund, Water Distribution	21420-51110 - Regular Employees	$37,196	
W/WW Fund, Water Distribution	21420-51250 - FICA Contribution	$2,845	
W/WW Fund, Water Distribution	21420-51260 - Retirement Contribution	$2,604	
W/WW Fund, Water Distribution	21420-51270 - Unemployment Insurance	$112	

Exhibit A - Appropriations Ordinance 2021-10 (#2)

Fund, Department	General Ledger Account Number	Amount	Explanation
W/WW Fund, WW Treatment	21430-51110 - Regular Employees	$14,067	Salary Study Implementation Aug-Dec
W/WW Fund, WW Treatment	21430-51250 - FICA Contribution	$1,076	
W/WW Fund, WW Treatment	21430-51260 - Retirement Contribution	$985	
W/WW Fund, WW Treatment	21430-51270 - Unemployment Insurance	$42	
W/WW Fund, WW Collection	21440-51110 - Regular Employees	$21,906	
W/WW Fund, WW Collection	21440-51250 - FICA Contribution	$1,676	
W/WW Fund, WW Collection	21440-51260 - Retirement Contribution	$1,533	
W/WW Fund, WW Collection	21440-51270 - Unemployment Insurance	$66	
Broadband Fund	22227-51110 - Regular Employees	$41,776	
Broadband Fund	22227-51250 - FICA Contribution	$3,196	
Broadband Fund	22227-51260 - Retirement Contribution	$2,924	
Broadband Fund	22227-51270 - Unemployment Insurance	$125	
Electric Administration	24220-51110 - Regular Employees	$9,207	
Electric Administration	24220-51250 - FICA Contribution	$704	
Electric Administration	24220-51260 - Retirement Contribution	$644	
Electric Administration	24220-51270 - Unemployment Insurance	$28	
Electric Customer Accounts	24245-51110 - Regular Employees	$20,895	
Electric Customer Accounts	24245-51250 - FICA Contribution	$1,599	
Electric Customer Accounts	24245-51260 - Retirement Contribution	$1,463	
Electric Customer Accounts	24245-51270 - Unemployment Insurance	$63	
Electric Distribution	24380-51110 - Regular Employees	$10,095	
Electric Distribution	24380-51250 - FICA Contribution	$772	
Electric Distribution	24380-51260 - Retirement Contribution	$707	
Electric Distribution	24380-51270 - Unemployment Insurance	$30	
Landfill	29610-51110 - Regular Employees	$60,238	
Landfill	29610-51250 - FICA Contribution	$4,608	
Landfill	29610-51260 - Retirement Contribution	$4,217	
Landfill	29610-51270 - Unemployment Insurance	$181	
Capital Projects, SWAT	31390-51110 - Regular Employees	$17,356	
Capital Projects, SWAT	31390-51250 - FICA Contribution	$1,328	
Capital Projects, SWAT	31390-51260 - Retirement Contribution	$1,215	
Capital Projects, SWAT	31390-51270 - Unemployment Insurance	$52	
Fire EMS	43133-51110 - Regular Employees	$248,592	
Fire EMS	43133-51120 - PT Employees	$0	
Fire EMS	43133-51240 - FPPA Contribution	$6,952	
Fire EMS	43133-51250 - FICA Contribution	$3,605	
Fire EMS	43133-51260 - Retirement Contribution	$17,401	
Fire EMS	43133-51265 - Police/Fire Retire Contribution	$18,644	
Fire EMS	43133-51270 - Unemployment Insurance	$746	
Fleet Fund	64110-51110 - Regular Employees	$29,503	
Fleet Fund	64110-51250 - FICA Contribution	$2,257	
Fleet Fund	64110-51260 - Retirement Contribution	$2,065	
Fleet Fund	64110-51270 - Unemployment Insurance	$89	

Exhibit A - Appropriations Ordinance 2021-10 (#2)

Fund, Department	General Ledger Account Number	Amount	Explanation
These appropriations receive grant money and cover capital expenditures not included in the 2021 Water/Wastewater budget			
Water / Wastewater Fund	2145060-42310 Grants	$500,000	Revenue from DOLA Grant
Water / Wastewater Fund	21211-52510 Grants	$500,000	Expend DOLA Grant Funds
Water / Wastewater Fund	2145060-42310 Grants	$300,000	Revenue from River District Grant
Water / Wastewater Fund	21211-52510 Grants	$300,000	Expend River District Grant Funds
Water / Wastewater Fund	2145-60000 Water Projects	$2,622,642	Unbudgeted Capital Expenditures for Water Infrastructure Resiliency
Water / Wastewater Fund	2146-60000 Wastewater Projects	$194,300	
Capital Projects	3135-60000 Parks Building	$225,661	Project approved 7-1-2021 this amount will reduce Parkland Fee Reserves to $419,640
A&I - South Midland Project	3330-60000 Projects	$1,637,349	Work being done in 2021 instead of 2022. No increase to the South Midland Project.
General Fund, Comm Dev	01141-51710 Professional Services	$15,000	Community Survey
General Fund, Police	01131-51710 Professional Services	$60,000	Additional Downtown Security
General Fund, Grant Revenue	01000040-42310 Grants	$54,806	Recognizing grant revenue and expending it in Engineering - Mitchell Creek
General Fund, Engineering	01114-51710 Professional Services	$54,806	
Marijuana Fund	16520-52510 Grants	$203,150	River Center Water Subsidy Grant
proved in the 2021 budget and are being moved for accounting purposes			
These appropriations receive and budget grant money from the General Fund to the fund it will be expended from			
Capital Projects, Grants	31390-52510 Grants	$20,000	Archery Grant reduced in General Fund and Increased in Capital Proj
General Fund, Grants	01000040-42310 Grants	($20,000)	
Capital Projects, Grants	31390-52510 Grants	$190,000	3 Mile Park Grant reduced in General Fund and Increased in Capital Proj
General Fund, Grants	01000040-42310 Grants	($190,000)	
These appropriations eliminate the 61000 object code and consolidate to 60000			
General Fund, Comm Dev	01141-51710 Professional Services	$50,000	
Capital Projects, Departmental	3125-61000 Departmental	($50,000)	
General Fund, Engineering	01144-51710 Professional Services	$135,000	
Capital Projects	3125-61000 Departmental	($135,000)	
General Fund, Police	01131-53860 Firearms	$28,195	
Capital Projects	3120-61000 Projects	($28,195)	
A&I - Trails	3135-60000 Projects	$50,000	
A&I - Departmental	3335-61000 Projects	($50,000)	

Exhibit A - Appropriations Ordinance 2021-10 (#2)

Fund, Department	General Ledger Account Number	Amount	Explanation
These appropriations allocate our annual health insurance increase			
General Fund, Non-Departmental	01120-59999 BIW Project	($58,521)	
General Fund, Administration	01112-51210 Health Insurance Premiums	$1,602	
General Fund, Recreation	01113-51210 Health Insurance Premiums	$3,003	
General Fund, City Clerk	01114-51210 Health Insurance Premiums	$216	
General Fund, Human Resources	01115-51210 Health Insurance Premiums	$987	
General Fund, Finance	01116-51210 Health Insurance Premiums	$2,438	
General Fund, IT	01117-51210 Health Insurance Premiums	$1,571	
General Fund, Municipal Court	01118-51210 Health Insurance Premiums	$261	
General Fund, Facilities	01121-51210 Health Insurance Premiums	$2,081	
General Fund, Arts	01122-51210 Health Insurance Premiums	$968	
General Fund, Police	01131-51210 Health Insurance Premiums	$9,912	
General Fund, Comm Dev	01141-51210 Health Insurance Premiums	$1,745	
General Fund, Engineering	01144-51210 Health Insurance Premiums	$1,409	
General Fund, Building	01145-51210 Health Insurance Premiums	$867	
General Fund, Streets	01151-51210 Health Insurance Premiums	$2,583	
General Fund, Parks	01154-51210 Health Insurance Premiums	$3,426	
W/WW Fund, Administration	21211-51210 Health Insurance Premiums	$1,269	
W/WW Fund, Water Treatment	21410-51210 Health Insurance Premiums	$987	
W/WW Fund, Water Distribution	21420-51210 Health Insurance Premiums	$1,598	
W/WW Fund, WW Treatment	21430-51210 Health Insurance Premiums	$1,293	
W/WW Fund, WW Collection	21440-51210 Health Insurance Premiums	$945	
Broadband Fund	22227-51210 Health Insurance Premiums	$1,530	
Electric Administration	24220-51210 Health Insurance Premiums	$384	
Electric Customer Accounts	24245-51210 Health Insurance Premiums	$792	
Electric Distribution	24380-51210 Health Insurance Premiums	$2,102	
Landfill	29610-51210 Health Insurance Premiums	$2,975	
Capital Projects, SWAT	31390-51210 Health Insurance Premiums	$826	
Fire EMS	43133-51210 Health Insurance Premiums	$9,575	
Fleet Fund	64110-51210 Health Insurance Premiums	$1,176	

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: Continuation of Annexation- To be Continued to August 19th, 2021.

Action Requested: See attachments

Department: Economic and Community Development

Presented By:

Background Info:

Issues:

Staff Recommendation:

City Council
STAFF REPORT
City of Glenwood Springs
August 5, 2021

Agenda Item: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

Action Requested: **Action 1 - Annexation** – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

Department: Economic and Community Development

Presented By: Trent Hyatt, Senior Planner

Background Info: The Planning and Zoning Commission (Commission) is the recommending body to City Council for all Annexation and Rezoning applications. The Commission first considered the proposal at their March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021 and then again to May 25, 2021. At each step of the review process, the Commission received additional information from the applicant and staff and also received comments from the public. All information/materials provided to the Commission and the minutes from each meeting are attached for your review.

Issues: For a complete analysis of various issues related to the proposal, please refer to the attached staff reports, staff memos, applicant responses, and public comments submitted to date. However, the list below is a summary of the topics addressed during the review process.

Issues Addressed

1. Traffic, circulation, and access;
2. Emergency egress/evacuation;
3. Density of the project;
4. Lack of open space proposed and/or available in west Glenwood;
5. City growth and development;
6. Building heights and related view impacts;
7. Impacts to schools;
8. Quality of life issues/impacts;
9. Parking;
10. Water availability and use; and
11. Residential unit types provided.

Planning and Zoning Commission Discussion/Recommendation

The Commission took the actions outlined below at their May 25, 2021 meeting.

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood

Springs.

The Commission voted unanimously 4-0 to recommend **denial** of the Annexation finding it is not consistent with the *Glenwood Springs Comprehensive Plan's* (Comp Plan) goals of livability, small town character, and safety and that it has the potential to create adverse impacts to the health, safety, and welfare of the City and adjacent neighborhoods. The Commission provided the comments/recommendations below.

Considerations
1. The City needs to determine the makeup of our small town and its future in conjunction with an update of the comprehensive plan;
2. A shortage of housing units in the City does not necessarily mean we have the capacity to accommodate them nor do we know the specific housing type needed ;
3. The Comp Plan identifies annexation of the subject parcel as a a high priority but requests for other properties have also been denied for similar concerns to those identified during this review;
4. The proposal does not address Comp Plans goal of our small town character, does not direct growth inward, does not provide for civic spaces, and is not infill and redevelopment;
5. Offsite transportation and pedestrian improvements are needed in this area regardless of the current development proposal;
6. Need to address life safety egress issues before the approval of such a large development;
7. Density of the proposal is too high and applicant should consider development of the project in phases;
8. Site should be developed in conjunction with the redevelopment of the Glenwood Mall site.
9. Proposal of this size should have a direct connection to Highway 6;
10. Remove false gable roof connections between townhome units;
11. Consider scaling down density and offsite improvements accordingly; and
12. Revise City's Comp Plan before annexation and/or additional large scale development.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

The Commission voted unanimously 4-0 to recommend **denial** of the Rezoning finding it has adverse impacts related to traffic, evacuation/safety sight lines and potential expense to City. The Commission provided the comments/recommendations below.

Considerations
1. Consider reducing project density;
2. Provide story poles to identify building heights and remove lower gable on townhome units;
3. Remove on-street parking;
4. Require a minimum of 20 percent of the units are owner occupied housing that inclusionary housing exceed the required 10 percent minimum;
5. Complete evacuation planning and implementation adding significant density;
6; Provide space for a new fire station for the City;
7. Further consider expense to City of taking ownership of new road sections/rights-of-way;
8. Provided direct access to Highway 6;
9. Redevelop this parcel in conjunction with the Glenwood Mall site;
10. Further study traffic impacts;
11. Consider park land dedication for open space instead of a fee in lieu of;
12. Consider reducing surface parking via tuck under building parking; and
13. Solve evacuation/egress issues before adding congestion.

Applicant's Response
On July 9 and 12, the applicant submitted revisions to the proposal in an attempt to address some of the issues above. Most significant is the removal of the two easternmost apartment buildings along

Donegan Road and replacement thereof with 20 townhome units (for a total of 40) in four buildings. This reduces the total project unit count by 27, from 360 to 332. As a result, the total number of parking spaces required is reduced to 566 leaving an excess of 13 off street parking spaces. This is in addition to the on-street parking still proposed along Donegan and Storm King Roads.

Other Related Developments

Staff Recommendation:

Action Alternatives

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, "he applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing…"

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Staff Recommendation

Staff recommends **approval (with conditions)** of the Annexation with the findings and conditions outlined below. Please note, the recommended conditions include significant changes related to the revisions to the proposal and by the applicant's potential purchase of the Glenwood Mall site.

Recommended Findings:

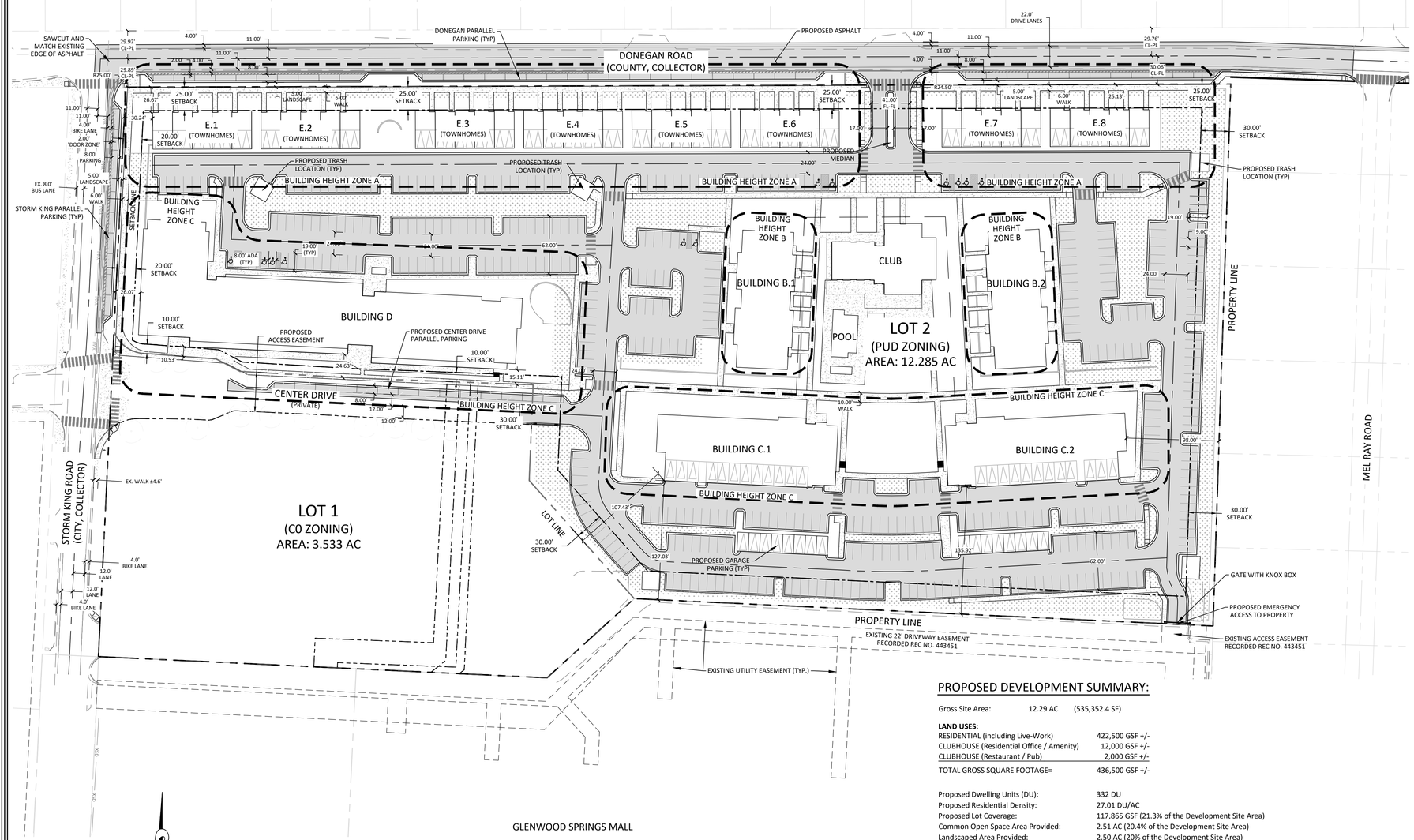
1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

Recommended Conditions:

1. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping. The exact locations site features may change upon site/architectural plan review. The Glenwood Springs Municipal Code is otherwise applicable to any standards not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
4. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.
5. The applicant shall amend the annexation agreement to address the following:

a. The applicant shall provide a payment in the amount of $40,000 to aid in the planning for and implementation of necessary emergency evacuation measures.
b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
e. All offsite transportation and pedestrian related improvements to the Mel Ray, Storm King, and Donegan Roads rights-of-way.

f. The applicant shall amend the proposal as is necessary to include xeriscape drought resistant landscaping design.



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
- BUILDING ZONE

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density (includes Live-Work Units):	30.0 DU/AC
Maximum Gross Non-Residential (Residential & Clubhouse Amenity Space Only):	14,000 GSF

Uses

Permitted Uses

- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling [2]
- Residential amenities (workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- Home Occupation

Prohibited Uses

- Adult and child care facilities
- Adult entertainment establishments
- Maintenance and repair services, including automotive repair
- Marijuana establishments
- Commercial laundry and dry cleaning
- Recreational vehicle park
- Industrial Uses

Uses Requiring Special Review Use Permit

Any use not listed as a permitted or prohibited use

Notes:

1. *The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.*
2. *Live-work units may provide space for the following non-residential uses Home Occupation, and Administrative / Professional Offices. Other non-residential uses potentially considered within a Live-Work Dwellings will require a special review use permit.*

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area	No minimum
Landscaped Area	20% of Development Site Area

SETBACKS

Minimum Building Setback from Public Streets:

Donegan Road	25 feet from street right-of-way
Storm King Road	20 feet from street right-of-way

Minimum Building Setback from Private Streets:

Center Drive	10 feet from property line

Minimum Building Setback Internal to the Property

Face of Garage	3 feet from drive way
Abutting Properties	30 feet from property line
Building to Building	20 feet from main building face

Minimum Garage Setback from Public Streets:

Donegan Road	30 feet from street right-of-way
Storm King Road	25 feet from street right-of-way

Minimum Side or Rear Parking, Garage, and Dumpster Enclosure Setback

Abutting Properties	10 feet from lot line

Notes:

1. Setbacks are measured from the face of the building to the existing public street right-of-way, edge of drive way or from abutting property lines.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six(6) feet into the setback.
   b. Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Residential Buildings

Zone A [1]	27 Feet
Zone B [2]	43 Feet
Zone C [2]	53 Feet
Interior Non-Residential Building (Clubhouse/Restaurant) [2]	38 Feet
Freestanding Garages [2]	25 Feet

Notes:

1. *Height shall be measured as the vertical distance above the finished grade along the building face oriented to Donegan Road to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.*
2. *Height shall be measured as the vertical distance above the finished grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.*

PARKING

Minimum Required Parking:

Residential

Dwelling: Live-Work	1.0 SP/DU
Dwelling: Townhouse	1.5 SP/DU
Dwelling: Multifamily	1.5 SP/DU
Guest Parking [1]	1.0 SP/5 DU

Non-Residential

Restaurant	1 SP/200 SF
Office & Amenity	1 SP/1,000 SF

Notes:

1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1: Table of Allowed Uses)*

OTHER

Snow Storage Areas:

A. Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
B. No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
C. Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in Article 070.040 of the Glenwood Springs Municipal Code, as amended from time to time, including, but not limited to, residential, non-residential, and mixed-use site and building design standards, as applicable, shall apply to this PUD.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area:	12.29 AC	(535,352.4 SF)

LAND USES:

RESIDENTIAL (including Live-Work)	422,500 GSF +/-
CLUBHOUSE (Residential Office / Amenity)	12,000 GSF +/-
CLUBHOUSE (Restaurant / Pub)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	436,500 GSF +/-

Proposed Dwelling Units (DU):	332 DU
Proposed Residential Density:	27.01 DU/AC
Proposed Lot Coverage:	117,865 GSF (21.3% of the Development Site Area)
Common Open Space Area Provided:	2.51 AC (20.4% of the Development Site Area)
Landscaped Area Provided:	2.50 AC (20% of the Development Site Area)

Minimum Required Parking:

Residential	*Quantity*	*Rate*	*Required Spaces*
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	40 DU	1.5 SP/DU	60 Spaces
Dwelling: Multifamily	279 DU	1.5 SP/DU	419 Spaces
Guest Parking	319 DU	1.0 SP/5 DU	64 Spaces
Subtotal			*556 Spaces*
Non-Residential			
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Subtotal			*10 Spaces*
		Total Required	**566 Spaces**

Notes:

1. *Guest Parking applies to Dwelling: Townhouse and MultifamilyUses Only(Table 030.1 Table of Allowed Uses)*

Proposed Parking:

On-Site Parking	
Surface Parking Lot	445 Spaces
Center Street	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	104 Spaces
On-Site Parking Provided:	**579 Spaces[1]**

Notes:

1. *On-site parking includes 14 accessible parking spaces.*

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE / ARCHITECTURAL PLAN REVIEW.

LEGEND:

SNOW STORAGE AREA:

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W" 167.89 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
THENCE N 87° 50' 32" W 192.99 FEET;
THENCE N 86° 38' 35" W 118.97 FEET;
THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
07/09/21	1-TOWNHOMES ON DONEGAN

TITLE

LOT 2 PUD PLAN

DRAWING NO.

C-1.2

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\ANNEX REZONE SUBM\30017-SITE PLAN.DWG - Jul 09, 2021 - 11:38am

Glenwood Springs Office
901 Grand Avenue, Suite 201
Glenwood Springs, Colorado 81601
Telephone (970) 947-1936
Facsimile (970) 947-1937

GARFIELD & HECHT, P.C.

ATTORNEYS AT LAW
Since 1975

www.garfieldhecht.com

Haley Carmer
hcarmer@garfieldhecht.com

July 12, 2021

VIA ELECTRONIC SUBMISSION
Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, Colorado 81601

RE: 214 Center Drive/480 Donegan
Supplemental Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC ("Applicant") previously submitted applications for the annexation and zoning (collectively, the "Application") of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the "Property"). Applicant is proposing that, upon annexation, the developed portion of the Property be zoned Commercial (CO) and the vacant portion be zoned as a planned unit development (PUD). On July 9, 2021, Applicant submitted a revised PUD plan for the Property. This revised PUD plan eliminates the two apartment buildings adjacent to Donegan Road and replaces them with 20 townhome units across four townhome buildings. This brings the total townhome count to 40. The maximum height of the buildings adjacent to Donegan Road has also been reduced from 30 feet to 27 feet to be consistent with existing townhomes in the immediate vicinity.

Applicant anticipates that it will attempt to sell all 40 townhomes for individual ownership and not include them as part of the rental complex. Whether the townhomes will be rented in the future will be decided by future owners of each unit.

By replacing the apartment buildings with townhomes, the overall density of the project has been reduced by 28 units, for a total unit count of 332. Six parking spaces were removed at the northeast corner of the Property to add additional open space. That leaves 579 on-site parking spaces within the PUD portion of the Property. With the reduced density, only 566 spaces are required, meaning that the new development will more than satisfy all of its parking needs on-site. The revised PUD plan still shows new on-street parking on Donegan and Storm King, but those spaces are not needed to meet the development's parking needs.

Please contact us if you need additional information or have questions regarding the revised PUD plan. We look forward to discussing this new plan and the Application generally with City Council at the July 29, 2021, public hearing.

Sincerely,
GARFIELD & HECHT, P.C.

Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

2499609_1

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT made and entered into this ___ day of _____, 20___ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter "City"), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership ("Owner"), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company ("CDSG"). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the "Parties."

W I T N E S S E T H:

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the "Property"); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation ("Petition") to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner's retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG's portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on June 3, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner's Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on July 29 and ____, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. __, Series 2021, and Ordinance No. ___, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq*., authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

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NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose**. The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter "City Code") or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq*. This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation**. The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq*., as amended.

3. **Zoning**. The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as "PUD" in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City's Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City's Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the "District") pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private

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recreation facilities to be constructed on the PUD portion of the Property; (ii) for the design and installation of the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (iii) for the design and installation of the southern bike lane and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road; and (iv) on any other basis approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time if the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing**. CDSG shall deed restrict a minimum of 20 percent of the residential for rent units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units, all of which shall be resident occupied. Ten percent of the for-sale units constructed shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. **Affordable Housing Agreement.** The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights**. At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 8, below), all of Owner or CDSG's right, title, and interest in and to ____ shares of Reynolds & Cain Ditch Company stock (the "Shares") historically used on the undeveloped portion of the Property By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights**. As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 7, above, for irrigation of the Property at the rate of $1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations**. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

(a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;

(b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;

(c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.

(d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.

(e) Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.

(f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.

(g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Notwithstanding the foregoing, the land to be dedicated to the Fire Department may be less than one acre only to the extent that shared parking for the fire station is located on adjacent property. Said land shall be dedicated to the City.

(h) CDSG shall provide $40,000 to be used for emergency planning and 20% of the costs to construct emergency access and egress improvements.

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(i) Amend the development proposal as is necessary to include emergency access to Highway 6 through the parcel to the south.

(j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray and Mel Ray from Donegan to 6 & 24.

(k) Reconstruction of the foregoing streets before acceptance by the City.

The improvements described in this Section 10 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) engineer, design, and install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) engineer, design, and install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

11. **Phasing**. The Project will be phased as shown on Exhibit C. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south.

12. **Vested Rights**. In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a "site specific development plan" under C.R.S. §§24-68-101 *et seq*., as amended. The site specific development plan shall be vested for a period of ten years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the "Vested Period"). The Property as to which rights have been vested shall be immune from changes in the City's land use regulations for the duration of the Vested Period except as provided in this Section 12. Except in instances of force majure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's or CDSG's rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent**. Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

(a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning

of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The affordable housing agreement called for in Section 6 hereof has been approved by both the City and CDSG; and

(c) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(d) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions**. Until all of the conditions set forth in subsection 13 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercises their rights under this Section14 independently.

15. **Deannexation**. The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion of thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment**. The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement**. This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications**. This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability**. It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions**. The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect**. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability**. If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law**. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival**. Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender**. Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts**. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

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28. **Notice**. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City:	City Manager City of Glenwood Springs 101 West 8th Street Glenwood Springs, CO 81601
With copy to:	City Attorney 101 West 8th Street Glenwood Springs, CO 81601
Notice to GP:	Glenwood Partnership, LLLP
Notice to CDSG:	Commercial Development Services Group, LLC

29. **Authority**. Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

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WHEREFORE, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

_____

Jonathan Godes, Mayor

ATTEST:

_____

Ryan Muse, City Clerk

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GLENWOOD PARTNERSHIP, LLLP:

_____

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____, 20___, by _____, as _____ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: _____

_____
Notary Public

DRAFT

COMMERCIAL SERVICES DEVELOPMENT GROUP, LLC:

_____

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____, 20___, by _____ as _____ of Commercial Services Development Group, LLC

Witness my hand and official seal.

My commission expires: _____

_____
Notary Public

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Exhibit A

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.

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EXHIBIT B

PUD Plan

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EXHIBIT C

Phasing Plan

DRAFT

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT made and entered into this ___ day of _____, 20___ by and between the CITY OF GLENWOOD SPRINGS, COLORADO, a Colorado home-rule municipality (hereinafter "City"), GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership ("Owner"), and COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company ("CDSG"). Each of the City, Owner, and CDSG may be referred to as a Party, and all of the foregoing may be referred to hereinafter as the "Parties."

W I T N E S S E T H:

WHEREAS, Owner is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on Exhibit A attached hereto and incorporated herein (the "Property"); and

WHEREAS, CDSG is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation ("Petition") to do the same; and

WHEREAS, along with the Petition, Owner and CDSG submitted a zoning application for the Property asking that the City approve (i) Commercial (CO) zoning for Owner's retained portion of the Property and (ii) Planned Unit Development (PUD) zoning for CDSG's portion of the Property as more fully described in Exhibit B hereto; and

WHEREAS, on _____, 2021, the City Council held a duly and properly noticed public hearing at which time the City Council adopted a resolution finding Owner's Petition to be in substantial compliance with the statutory requirements for annexation of the Property to the City; and

WHEREAS, on _____, 2021, the City Council held a duly and properly noticed annexation hearing at which time the City Council approved the annexation and zoning of the Property as set forth in Ordinance No. __, Series 2021, and Ordinance No. ___, Series 2021; and

WHEREAS, C.R.S. §§31-12-101, *et seq*., authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the City and Owner desire to enter into this Agreement to set forth their agreements in writing concerning the terms and conditions of annexation of the Property to the City.

DRAFT

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. **Purpose**. The purpose of this Agreement is to set forth the terms and conditions of the annexation of the Property to the City. Except as expressly provided for herein to the contrary, all conditions herein are in addition to any and all requirements concerning annexation contained in the Municipal Code of the City of Glenwood Springs (hereinafter "City Code") or the Municipal Annexation Act of 1965, as amended, C.R.S. §§31-12-101, *et seq*. This Agreement is intended to provide a contractual relationship between the City and Owner to ensure compliance with the City Code, state statutes, and all terms and conditions set forth herein. This Agreement includes additional terms and conditions for the purposes of the Municipal Annexation Act.

2. **Annexation**. The annexation of the Property shall be in accordance with the Colorado Municipal Annexation Act of 1965, C.R.S. §§31-12-101, *et seq*., as amended.

3. **Zoning**. The PUD Plan attached hereto as Exhibit B shall govern the development of that portion of the Property designated as "PUD" in the Plan. The remaining portion of the Property shall be zoned as Commercial (CO) and subject to the regulations set forth in the City's Municipal Code. The City agrees that, upon annexation of the Property, the zoning of a portion of the Property as PUD and the remaining portion as Commercial (CO) would be consistent with the City's Comprehensive Plan.

4. **Specific Conditions.** In consideration of the annexation of the Property, and in further consideration of the City providing municipal services to the Property, as hereinafter provided, the Parties agree that it is appropriate that the following payments, dedications and other exactions be made:

(a) CDSG or its successor or assign shall pay Fire and Emergency Services Impact Fees for the PUD portion of the Property in accordance with Section 070.040.030(g)(5) at the time of building permit for each phase of development. Said fees will be paid by Owner or its successor or assign on the Commercial (CO) portion of the Property if required at the time of any future development.

(b) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-I School District (the "District") pursuant to Municipal Code Section 070.040.030(g)(4), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property. Such fees shall be applicable to the number of units proposed for all residential phases scheduled for development and shall be payable upon the issuance of a building permit for a residential dwelling unit. No school land dedication or fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped as residential.

(c) CDSG or its successor or assign shall pay and the City shall accept fees in lieu of parkland dedication pursuant to Municipal Code Section 070.040.030(g)(2), or any amended version thereof in force and effect at the time of the final development permit approval for the PUD portion of the Property, subject to reductions: (i) for private

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recreation facilities to be constructed on the PUD portion of the Property; (ii) on any other bases approved by the City under Municipal Code Section 070.040.030(g)(2). No parkland dedication or a fee in lieu thereof will be required for the Commercial (CO) portion of the Property unless and until the Property is redeveloped for residential purposes.

(d) CDSG or its successor or assign shall pay all water tap fee and water system improvement fees required under Municipal Code Section 080.040.010(c) and Article 080.060, respectively, applicable to the development of the PUD portion of the Property. No water tap fees or water system improvement fees will be required for the Commercial (CO) portion of the Property unless and until additional water capacity is needed therefor. Should a change in use of any structure on any portion of the Property occur in the future that causes an increase in water usage, the owner of the structure will be required to pay the system improvement fee associated with the increased use in accordance with Municipal Code in effect at the time if the change in use.

(e) Owner agrees to pay all actual costs incurred for notice publication, recording fees, attorney fees and similar reasonable administrative charges related to the annexation of the Property.

5. **Affordable Housing**. CDSG shall deed restrict a minimum of 20 percent of the residential for rent units at 100 percent of area median income or 10 percent of the residential for rent units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied. The deed restricted unit mix shall be dispersed amongst the unit types and bedroom configurations.

CDSG shall construct a minimum of thirty-five (35) for sale units all of which shall be resident occupied. Eight (8) of said units shall be deed restricted as to sale price. CDSG and the City shall negotiate the terms of said deed restriction and the financial contribution of the City as a part of the affordable housing deed-restriction agreement referenced below.

6. The Parties shall enter into an affordable housing deed-restriction agreement to be finalized and recorded at the earlier of (a) the closing of CDSG's purchase of the PUD portion of the Property or (b) issuance of the first building permit for the same.

7. **Dedication of Water Rights**. At or before the time of recordation of the final plat subdividing the Property as shown in the PUD Plan, Owner and/or CDSG, as appropriate, shall assign to the City, free and clear of all liens and encumbrances (subject only to the provisions of Section 7, below. By this conveyance, Owner and CDSG shall fully satisfy any and all water rights dedication requirements of the City for annexation and development of the Property as set forth in the Municipal Charter and Municipal Code and as approved by the City Council.

8. **Lease-Back of Water Rights**. As consideration for the Shares, the City hereby leases all of the water represented by the Shares to Owner and CDSG in the proportion mentioned in Section 6, above, for irrigation of the Property at the rate of $1.00 per year. The City agrees to lease the Shares to Owner and CDSG until such time as the City may be required to use the Shares for another purpose. In the event the City can no longer lease the Shares to Owner and CDSG, the City will provide notice to Owner and CDSG thereof at least sixty (60) days prior to the termination of use of the Shares and will waive any tap or service improvement fees Owner and CDSG would

otherwise be required to pay for increasing their use of City water as a result of losing use of the Shares.

9. **Resource Conservation.** CDSG shall revise the PUD landscaping to provide drought resistant xeriscaping and design all improvements to provide leading edge and best management practices for conservation, fixtures, and practices for the development. In addition, the development shall not use natural gas unless CDSG can demonstrate to the satisfaction of the City that it is the only alternative.

10. **Off-Site Improvements and Other Obligations**. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely:

(a) Install a bike lane along the north and south sides of Donegan Road for the length of the Property and extending east to Soccer Field Road;

(b) Install parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road and extend the sidewalk and related improvements east to Soccer Field Road;

(c) Stripe bike lanes on the east and west side of Storm King Road south of Center Drive.

(d) Widen the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk.

(e) Install an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn lane at the State Highway 6 and Donegan Road intersection consistent with recommendation set forth in CDSG's traffic study.

(f) Install a five foot sidewalk to the west side of Melray Road between SH 6 & 24 and Donegan.

(g) CDSG shall either amend the PUD as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department or provide such land at a location acceptable to the City. Said land shall be dedicated to the City.

(h) CDSG shall provide $40,000 to be used for emergency planning and 20% of the costs to construct emergency access and egress improvements.

(i) Amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.

(j) Amend the annexation map to include the annexation of Storm King to Donegan to Mel Ray and Mel Ray from Donegan to 6 & 24.

(k) Reconstruction of the foregoing streets before acceptance by the City.

The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees

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required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to (i) install the northern bike lane along Donegan Road from the western edge of the Property east to Soccer Field Road; (ii) install the southern bike lane, sidewalk, and wall (where necessary) along Donegan Road from the eastern boundary of the Property east to Soccer Field Road.

11. **Phasing**. The Project will be phased as shown on Exhibit ___. Construction of Phase 2 cannot be commenced until there is an approved redevelopment plan for the West Glenwood Mall site to the south.

12. **Vested Rights**. In order to allow Owner and CDSG a reasonable opportunity to develop the Property in accordance with this Agreement and the PUD Plan, the development rights and uses approved hereby shall, to the extent allowed by law, constitute a "site specific development plan" under C.R.S. §§24-68-101 *et seq*., as amended. The site specific development plan shall be vested for a period of five years beginning on the date the final plat subdividing the Property as shown in the PUD Plan is recorded (the "Vested Period"). The Property as to which rights have been vested shall be immune from changes in the City's land use regulations for the duration of the Vested Period except as provided in this Section 9. Except in instances of force majure, the requirements of federal or state law, cases of preemption or other superior jurisdictional mandate, the City shall not initiate any zoning or land use action which would alter, impair, prevent, diminish, impose a moratorium on development, or otherwise unreasonably delay any of Owner's or CDSG's rights set forth in this Agreement or their plans for development or zoning, as approved by the City. Notwithstanding the foregoing, the establishment of vested property rights under this Agreement shall not prevent the City from enacting and enforcing regulations of general applicability (including, but not limited to, building, fire, plumbing, electrical and mechanical codes, including the preliminary plat and final plat subdivision requirements under the Municipal Code and other City ordinances), except where the approved plans for development of the Property or state or federal regulations provide otherwise, as all of such regulations exist on the date of this Agreement or may be enacted or amended after the date of this Agreement.

13. **Conditions Precedent**. Notwithstanding the date set forth in the introductory paragraph of this Agreement, annexation of the Property shall not be effective, and this Agreement shall not be in force, until:

(a) Final Approval has occurred, meaning the thirtieth day after the effective date of the latest of the motion, ordinance, and/or resolution by which the City Council approves (i) this Agreement; (ii) publication after final passage on second reading of the ordinance by which City Council approves the annexation of the Property; (iii) the zoning of the Property as PUD and Commercial (CO) as provided in Exhibit B; and (iv) subdivision and major site plan approval for the PUD portion of the Property consistent with Exhibit B; and

(b) The annexation map has been recorded with the Garfield County Clerk & Recorder; and

(c) The Parties have executed and delivered this Agreement for recordation with the Garfield County Clerk & Recorder.

14. **Failure of Conditions**. Until all of the conditions set forth in subsection 10 above have been satisfied, this document shall constitute an offer by Owner and CDSG and the City to enter into this Agreement (notwithstanding the Parties' mutual execution and delivery of this document), and the annexation and zoning of the Property shall not be effective. Consequently, at any time before such conditions are satisfied, Owner may withdraw the Petition and Owner and/or CDSG may withdraw its offer to enter into this Agreement. If Owner withdraws the Petition or Owner and/or CDSG withdraw its offer to enter into this Agreement, or if final approval does not otherwise occur for any reason, then this Agreement shall be deemed void and of no force or effect, and the Property shall be deemed not annexed to the City. Owner and CDSG may exercises their rights under this Section11 independently.

15. **Deannexation**. The provisions of this Agreement, as well as acceptable City zoning of the Property, are material considerations of Owner's agreement to annex the Property to the City. Therefore, in the event (a) the City fails to perform under the terms of this Agreement, or (b) Owner, CDSG, or both are unable to obtain, either before or after annexation proceedings are complete, Commercial (CO) and PUD zoning of the Property as described above and/or subdivision and/or development approval for development of the Property which they in their sole discretion find acceptable, Owner, CDSG, and the City stipulate and agree, pursuant to C.R.S. §31-12-501, that it shall be in the best interest of the City that the Property (or a portion of thereof) be de-annexed from the City. In such event, the City agrees that it shall initiate de-annexation proceedings, and to take all steps necessary to effect the de-annexation. The City further acknowledges and agrees that de-annexation is not prohibited by the City Charter or Municipal Code and ordinances, and that the City will not amend its ordinances to preclude a de-annexation permitted hereunder. The Parties' right to de-annex shall be in addition to any other rights available to them at law or under this Agreement. Upon the de-annexation of the Property (or portion thereof) from the municipal boundaries and specific jurisdiction of the City, the City agrees that it shall convey, assign, transfer and quitclaim to Owner or their successors and assigns, any and all water rights (the public dedication of which is more fully described by Section 6 hereof) previously dedicated by Owner hereunder to the City for the public use and benefit.

16. **Assignment**. The parties agree and acknowledge that the rights and obligations of Owner and CDSG under this Agreement may be assigned by them to persons or entities acquiring title to the Property or a portion thereof without the prior consent of the City if, and only if, such assignee agrees in writing to be bound by the terms and conditions of this Agreement, and the Owner or CDSG, as applicable, shall give notice to the City of any such conveyance, together with the assignee's written agreement to be bound by the terms and conditions of this Agreement.

17. **Waiver of Defects.** In executing this Agreement, Owner and CDSG waive all objections either may have concerning defects, if any, in the formalities whereby it is executed, or concerning the power of the City to impose conditions on Owner or CDSG as set forth herein, and concerning the procedure, substance and form of the ordinances or resolutions adopting this Agreement.

18. **Final Agreement**. This Agreement supersedes and controls all prior written and oral agreements and representations relating to the annexation of the Property to the City, and is the total integrated agreement between the City, Owner, and CDSG.

19. **Modifications**. This Agreement shall not be amended except by subsequent written agreement between the Parties hereto.

20. **Release of Liability**. It is expressly understood that the City cannot legally be bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances and the laws of the State of Colorado. Owner and CDSG, when dealing with the City, act at their own risk as to any representation or undertaking by the City officers, agents or their designees which is subsequently held unlawful by a court of law.

21. **Captions**. The captions in this Agreement are inserted only for convenience and in no way define, limit, or prescribe the scope or intent of this Agreement or any part thereof.

22. **Binding Effect**. This Agreement shall be binding upon and inure to the benefit of the Parties hereto and their respective heirs, successors, and assigns.

23. **Severability**. If any provision(s) of this Agreement shall be determined to be void or invalid by a court of competent jurisdiction, then such determination shall not affect any other provision hereof, all of which other provisions shall remain in full force and effect. It is the intention of the parties hereto that, if any provision of this Agreement is capable of two constructions, one of which would render the provision void, and the other of which would render the provision valid, then the provision shall have the meaning that renders it valid.

24. **Governing Law**. The laws of the State of Colorado shall govern the validity, performance, and enforcement of this Agreement. Should either party institute legal suit or action for enforcement of any obligation contained herein, it is agreed that the venue of such suit or action shall be in Garfield County, Colorado.

25. **Attorneys' Fees; Survival**. Should this Agreement become the subject of litigation between the City and Owner or CDSG, the prevailing party shall be entitled to attorneys' fees and costs of suit actually incurred, including expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

26. **Gender**. Whenever the context shall require, the singular number shall include the plural, the plural the singular, and the use of any gender shall be applicable to all genders.

27. **Counterparts**. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which, when taken together, shall be deemed one and the same instrument.

28. **Notice**. All notices required under this Agreement shall be in writing and shall be hand-delivered or sent by first class mail postage prepaid, to the addresses of the parties set forth herein. All notices by hand delivery shall be effective upon receipt. All notices by mail shall be considered effective seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either party by notice so given may change the address to which future notices may be sent.

Notice to the City: City Manager
City of Glenwood Springs

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101 West 8th Street
Glenwood Springs, CO 81601

With copy to: City Attorney
101 West 8th Street
Glenwood Springs, CO 81601

Notice to GP: Glenwood Partnership, LLLP

Notice to CDSG: Commercial Development Services Group, LLC

29. **Authority**. Each person signing this Agreement represents and warrants that he/she is fully authorized to enter into and execute this Agreement and to bind the Party it represents to the terms and conditions hereof.

WHEREFORE, the Parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF GLENWOOD SPRINGS

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, City Clerk

DRAFT

GLENWOOD PARTNERSHIP, LLLP:

_____

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____, 20___, by _____, as _____ of Glenwood Partnership, LLLP

Witness my hand and official seal.

My commission expires: _____

_____
Notary Public

DRAFT

COMMERCIAL SERVICES DEVELOPMENT GROUP, LLC:

_____

TITLE:_____

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

Subscribed, sworn to and acknowledged before me this _____ day of _____, 20___, by _____ as _____ of Commercial Services Development Group, LLC

Witness my hand and official seal.

My commission expires: _____

_____
Notary Public

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Exhibit A

Description of Property

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD

STATE OF COLORADO.

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EXHIBIT B

PUD Plan

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Tom Jankovsky
District 1

John Martin, Chair
District 2

Mike Samson, Chair Pro Tem
District 3

Garfield County

BOARD OF GARFIELD COUNTY COMMISSIONERS

July 19, 2021

City of Glenwood Springs
c/o Jenn Ooton, Assistant City Manager
101 West 8th Street
Glenwood Springs, CO 81601

Dear Ms. Ooton,

Thank you for submitting an Annexation Impact Report (dated July 2, 2021) for the 214 Center LLC annexation of a 15.8 acres parcel into the City. The proposed annexation is located in west Glenwood Springs north of the Glenwood Mall, south of Donegan Road, and east of Storm King Road.

The County's Future Land Use map designates the property Urban Growth Area, and the County Zoning is Commercial Limited. The Glenwood Springs 2011 Comprehensive Plan designates the property as a Secondary Commercial.

According to the Annexation Impact Report, the applicant 214 Center Drive LLC, is proposing a Planned Unit Development (PUD) that will include the construction of 360 residential units (a mix of apartments, townhomes, and live work units), along with 12,000 SF of restaurant and clubhouse.

The Garfield County Board of County Commissioners held a public meeting on July 19, 2021, to discuss the annexation. Based on that discussion the Commissioners have the following comments/concerns to be shared with the Glenwood Springs City Council:

1. The proposed project will have considerable impacts on Mel Ray Road, Donegan Road and Storm King Roads. Portions of these roads are currently within the County. If the City annexes the subject property, the County portions of Mel Ray, Donegan and Storm King are to be annexed into the City.
2. The proposed project will increase traffic volumes at the intersections of SH 6 and Donegan Road, SH 6, and Mel Ray Road along with SH 6 and Storm King Road. Improvements to these CDOT intersections should be in place prior to introducing significant project-based traffic into the system.
3. Because the project will exacerbate congestion issues that arise during required evacuations/ interstate closure, consideration should be given to the development and implementation of improved evacuation plans.

108 8th Street, Suite 101 • Glenwood Springs, CO 81601
Office: 970-945-5004 • Fax: 970-945-7785

4. The density and building heights of the proposed project are incompatible with and will have a significant impact on the existing residential neighborhoods.

Sincerely,

John Martin, Chairman

July 23, 2021

Dear members of the Glenwood Springs City Council,

We agree with the Glenwood Springs P&Z who voted 4-0 to recommend denial of both the annexation and rezoning of the 15 acres in a pasture north of the Glenwood Springs Mall in West Glenwood Springs, CO for the proposed housing development. I also learned that apartments are to be constructed on Hwy 6 where the miniature golf course is now located and on land behind Discount Tires. The roads, intersections, and roundabout are not adequate for the increased traffic that would come with this and the other two developments. Will adequate parking off the road be available? Water and sewage infrastructure is not adequate. How about parks and sidewalks to accommodate the increase in population?

A. William Mischlich

Paula Mischlich

Paula Mischlich
0277 Mountain Shadows Dr.
Glenwood Springs, CO
81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Dear Glenwood City Council

In the 20 years that I have been a Glenwood City resident I have never written a letter to my City Council before, however the annexation, rezoning and development of 480 Donegan Road by R2 Partnership compels me to do so.

These are my concerns:

1. Is There Enough Water? We have just had our water fees raised over 30% this year with further increases to come in future years. The drought appears to occurring in many regions of our country and with that drought and high temperatures comes wildfires. Our supply of water isn't a given. We must be resourceful and responsible with how our city uses its water supply and consequently we must build responsibly, not driven by the dollar but by safety.

2. Fire Evacuations. In the last 25 years there have been two dangerous fires in West Glenwood Springs. I lived in Mountain Mobile Home Park during the Coal Seam Fire evacuation. During the 111 Fire, West Glenwood was in total gridlock until 10.30pm. If you allow R2 to build 332 more homes in one small area with easily 900 more people evacuation will be even more compromised.

3. Traffic. I have lived off Midland for about nine years now. Increased traffic makes it more and more difficult to turn onto Midland in either direction. How many more cars might be added with 332 more homes several miles away – maybe 600, maybe 900?

4. This development will require MORE school space, medical care, law enforcement, fire responders, grocery stores, parks, and affordable recreation.

Each time you approve these large developments to be built in our small town it exacerbates all of these conditions. I urge you our City Councilors to put a halt on this type of large development and take the safety of your current residents seriously. In the light of Glenwood Canyon being closed every time there is a mudslide consider what you would do if there were another wildfire in South Canyon – how would people escape?

I urge you to protect the current population of Glenwood (both city and county) and help keep residents safe by rejecting the application to annex, rezone and develop this property.

Yours

Marsha A. Hutson

Marsha Hutson
1318 Oak Way Avenue
Glenwood Springs, CO 81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Roberta Elliot

7-19-21

I may not live in West Glenwood, but my job is here. Something as minor as a traffic cop pulling someone over in the west bound lane near Canyon Creek will back up traffic. If there is ever a serious evacuation, people will be running on foot for their lives.

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

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Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Bettis Meriwether

City of (West) Glenwood

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

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I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Walter Krom

WALTER KROM

Can't imagine another 1000+ cars at the Mel Ray roundabout! What a mess!

From:	Paula Stepp
To:	Christina Gore
Cc:	Trent Hyatt
Subject:	RE: West Glenwood R2 development
Date:	Thursday, July 29, 2021 10:54:08 AM

Hello Christina
Please forward your comment to Trent Hyatt copied here. In our quasi judicial role, city council can not consider any comments other than those in our packet or presenting during the public hearing.

Thank you
Paula Stepp

From: Christina Gore <toothdoc121@yahoo.com>
Sent: Thursday, July 29, 2021 8:56 AM
To: Paula Stepp <paula.stepp@cogs.us>
Subject: West Glenwood R2 development

Caution! This message was sent from outside your organization. Allow sender | Block sender

Dear Ms. Stepp,

I am writing to ask you to vote against this development as it is now planned. Our neighborhood can't support the density of proposed housing.

I am not against development of this piece of property, but in my opinion it is better suited to about 50 single family homes, not the over 300 units that are currently proposed.

Thank you for your time and attention to my concern.

Christina Gore

From:	Ryan M. Muse
To:	Trent Hyatt
Subject:	FW: West Glenwood Pasture Development
Date:	Thursday, July 29, 2021 10:49:38 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Trary LaMee <trarylamee@yahoo.com>
Sent: Friday, July 23, 2021 4:57 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood Pasture Development

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PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021
City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601
Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and
Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit
Development (PUD) District.

Dear Council Members,

We live on Donegan Road, so our concerns about this proposed development are many--and by now you're familiar with them. So I'll be specific about a few things:

Our townhomes (Apple Glen) allow 1-2 cars per unit. Extra vehicles must park elsewhere, and there are many extra vehicles already. So people park on nearby streets in front of other homes. Imagine hundreds more such extra vehicles?

Seriously--water. These are times of drought. Please consider how the situation is likely to get progressively worse and we're already implementing cut-backs.

West Glenwood is not an “Urban” environment. It’s small town-rural. There’s no walkability here other than to Culver’s, Tractor Supply and the car dealerships (people could walk across the street to buy a car, so they could drive across the bridge to the City Market!) Each of those new units will need at least 2 cars and there will be multiple trips a day. This is an Urban proposal. It’s different at the Meadows—where there are shops and restaurants, but dropping a city-block development into our residential neighborhood will be an shock radiating to the entire town of Glenwood.

Rentals are needed but there are other rental developments happening in the vicinity. Meanwhile, markets have changed and it’s nearly impossible for families to find homes to buy. Maybe we need to rethink and shift focus to include more units for purchasing? From a neighborhood perspective it’s better for folks to have some pride of ownership—things stay safer and well taken care of. Hundreds of rental units will mean hundreds and hundreds of people not invested in our neighborhood long-term. And as property values continue to rise, these owner/developers of dense rental complexes will maintain ownership and control—they will benefit financially, not current and future citizens. We also need more units that citizens can own, so they can improve their lives.

Thank you for your service! Thank you for carefully considering all options carefully.

Please listen to your actual constituents who already live here. We should matter more than the folks who <u>might</u> inhabit the future units we’re all <u>imagining</u> right now.

Please consider waiting for a greater-Glenwood Citizen’s consensus about the nature (and density) of future developments.

Please wait.

Thank you,

Trary LaMee, West Glenwood Springs

From:	Ryan M. Muse
To:	Trent Hyatt
Subject:	FW: West Glenwood Pasture Development - 480 Donegan
Date:	Thursday, July 29, 2021 10:49:29 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Erin Wiencek <jerinwiencek@gmail.com>
Sent: Saturday, July 24, 2021 4:41 PM
To: Jonathan Godes <jonathan.godes@cogs.us>
Cc: Ryan M. Muse <ryan.muse@cogs.us>
Subject: West Glenwood Pasture Development - 480 Donegan

Caution! This message was sent from outside your organization. Allow sender | Block sender

Hi Jonathan.

I am requesting my concerns in this email be added to the packet for the City Council meeting on July 29th.

In regard to the recent survey of this last week you were quoted in the Glenwood Post Independent as saying:

"I know we on the City Council have a very good understanding of the housing crisis, but it was surprising and interesting to see the rest of the community by and large saw that this was one of the biggest issues in the community."

The same article said that the poll sampled 309 registered voters of the city of Glenwood Springs and one of their top concerns was workforce housing for local workers.

Certainly workforce housing is important, and 309 registered voters should certainly be heard, but I hardly think that they are the "rest of the community by and large".

I have read that there are at least 1,000 plus signatures on a petition to stop this poorly planned development. This "free survey" should tell you of the concern over this development and that it is currently "one of the biggest issues in the community."

In closing, I would urge you to consider the Planning & Zoning Commissions advice to decline this development. They are, after all, your advisory board and well versed in what is best for our community and future growth.

Thank you.

Erin Wiencek
123 Creekside Court

From:	Ryan M. Muse
To:	Trent Hyatt
Subject:	FW: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Thursday, July 29, 2021 10:49:21 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

-----Original Message-----
From: Corina Jones <corina_90@icloud.com>
Sent: Sunday, July 25, 2021 8:37 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.
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West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.
Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.
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How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it’s clear that the social and

environmental aspects of sustainability cannot be met through the proposal now under consideration.
Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It’s hopelessly inadequate to meet today’s needs, let alone tomorrows. We are fortunate

having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Kind regards,
Corina Jones
135 Soccerfield Rd,
GWS, CO

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> I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

> Sincerely,
>
> Carl Uyehara
> Sent from my iPad
>

Cc: Steve Davis <steve.davis@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>
Subject: 480 Donegan annexation proposal, July 29, 2021 City Council Meeting : INCLUDE IN PACKET

Subject: Annexation,RezoningandDevelopmentof214CenterDriveownedbyGlenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership PLEASE INCLUDE THIS IN THE CITY COUNCIL PACKET FOR THE 29 JULY 2021 MEETING

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I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Sent from my iPad

Sent from my iPad

<charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Childcare and the 480 Donegan Project

Caution! This message was sent from outside your organization. Allow sender | Block sender

Dear City Council Members,

My name is Penny McDill and I am a retired elementary principal from the Roaring Fork School District. I have always been concerned about the lack of child care in the Roaring Fork Valley and particularly in Glenwood Springs. I see the development of the 480 Donegan Project as a unique opportunity to include a quality Childcare facility in the plans. A Childcare facility would be a great amilety for Glenwood and the area.

A quality childcare facility would include roughly 12,000 square feet of indoor space as well as some outdoor space. There are excellent examples on the front range which include apartments above the facility to help address housing shortages at the same time.

Presently I and others from the community are forming a task force to work with the developer on this initiative provided that the City Council approves the annexation.

I strongly encourage you to approve the annexation of this property.

Sincerely,

Penny McDill
Glenwood Springs, Colorado

Glenwood Springs, 81601

From:	Ryan M. Muse
To:	Trent Hyatt
Subject:	FW: AGAINST development on Donnegan Road
Date:	Thursday, July 29, 2021 10:48:28 AM
Importance:	High

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Katie - SCS <Katie@saltcreeksearch.com>
Sent: Monday, July 26, 2021 3:53 PM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: AGAINST development on Donnegan Road
Importance: High

Caution! This message was sent from outside your organization. Allow sender | Block sender

Dear City Council:

Thank you for taking time to read this email. In short, I am **AGAINST** the proposed development by R2 Partnership and here is why:

1. **SAFETY** – an increase in residences will cause a need for an increase in police officers and firemen. Who is going to pay for this? How will this be addressed?
2. **CAPACITY** – West Glenwood does not have the water and sewer capacity to serve these apartments and their families. Our system is already at capacity thanks to homes housing many more people than what they were originally built for stretching sewer and water capacity.
3. **I 70** – I 70 is closing almost daily. Those of us in West Glenwood will be trapped and not able to get out. Add the increase in cars from the proposed project and we will never get through the ill-planned round

about to get anywhere! And in the case of another fire? Burn scar run-off will continue for a few more years meaning I 70 closures.

4. **TRANSIENT POPULATION*** – by building these apartments, you are only inviting a transient population and that is not how this town was built. You are inviting an increase in the use of our social services coupled with our education, medical and judicial system all with no "return on investment" for the town.
5. **R2 LABOR** – I understand labor will come from Denver or Grand Junction so wages earned will not even stay in the Valley. Where will laborers stay while on the job?
6. **BUILDING MATERIALS**– there is a shortage of building materials and appliances across the country. We do not need R2 to start this project and then walk away leaving a hole in the ground because the project cannot be completed due to shortages in labor or materials.
7. **POOR PLANNING –** you are a "day late and a dollar short" in your planning for "needed" housing; however, do not shove it down the throats of those of that have been in West Glenwood for decades. Lack of planning on your part does not constitute an emergency on our part! Glenwood is not cheap, but why do West Glenwood residents have to be the ones to pay for "affordable" housing?

We moved to Glenwood in 1968 and my mother still lives in the home she and my dad built in 1970. We live above the West Glenwood Golf Club so you are looking to impact our future and safety. This project has been ill-conceived with no thought given to safety, impact on existing West Glenwood residents and the overall quality of life of current Glenwood residents. DECLINE this project as nothing good will come of it and due to the reasons cited above.

Thank you!

Katie Fischer Mosquera
GSHS Graduate 1979

- Glenwood Springs was built by generational families like Bosco, Bolitho/Bell, Diemoz (Adolph & Floyd), Beattie, Hubbard, Nieslanik,

Gerbaz … other non-generational families such as – Reeves, Delaney, Zimmerman, Petre, Zeder, Fischer, Fergian, Griffenberg etc. These families were not transient – THEY STAYED and BUILT A COMMUNITY! (Do any of you know who started Mid-Continent Coal and Coke? Or Bighorn Toyota? Or LP Gas?)

- A transient population, by definition, sees no need, and has no interest, in being part of the community and making contributions towards a town's future.
- We are out of people who built this town and there is no one coming behind!

To: ryan.muse@cogs.us; debra.figueroa@cogs.us

Cc: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; shelley.kaup@cogs.us

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

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Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Over run open space:

Gregory Park in West Glenwood is a small, and very beautiful. My kids and I enjoy spending time there. This little park has been quite magical for my children as the stream and all the trees have helped set a wonderful scene for my kids to use their vivid imaginations to create hours of play. When the urban development crash lands on our side of Glenwood it will definitely upset the quietness, and openness of this small area. There are very few places in Glenwood now where kids can go to play , or where families of our community can go To be with one another. Basalt has Crown Mountain park, Rifle has a splash park, even New Castle has a decent skate bike park. We need more open space or at least not to overrun what little space we have now.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I hope that this development is not being taken lightly? Growth has to occur but to what extent do we let revenue motivate our decisions? I hope that our concerns are being heard and taken very seriously. This valley is a gem and every bit of land here is priceless. As a community we need to think hard about what Glenwood Springs should look like in the years to come. Do we want a city in a small town or do we still want to keep all the charm and beauty that many have moved to this valley for. As of right now we are a rural city and not a urban city but these developers want to create a urban monstrosity. They do not live here and honestly have no investment in our community other than making money off of it. We need a fire department first, some shared open space and then maybe a nice little housing community.
Make it tasteful and also protect the citizens who live on this side of Glenwood first.

As our population grows and the need for housing increases, let's also consider our environment and where most of these people are working. If we as a community are housing most of Aspen's workers then perhaps, for the sake of emissions, consider not making it our priority or problem to build more affordable housing, perhaps, instead, let Aspen create more affordable housing for their employees.
We need jobs in Glenwood and workers here too.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Charlie and Heidi Kimmel
Gamba Drive in West Glenwood

From:	Ryan M. Muse
To:	Trent Hyatt
Subject:	FW: City Council Meeting July 29, 2021
Date:	Thursday, July 29, 2021 10:48:08 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Tuesday, July 27, 2021 9:38 AM
To: Ryan M. Muse <ryan.muse@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: City Council Meeting July 29, 2021

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PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR THE JULY 29 MEETING

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live my remaining years here, I implore you to seriously consider the following critical issues:

1. **Evacuation routes.** The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. *What is the plan* to take into account the approximately 500-600 additional vehicles that this 300-unit complex will add to currently inadequate evacuation routes?

2. **Traffic.** Recurring closures of I-70 because of mud slides, traffic

accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, which is more than one third of the population of the entire city of Glenwood Springs. *What is the plan* to address the issue of access into and out of West Glenwood during such closures, when approximately 600-900 (25 percent) more residents are added?

I respectfully urge you to deny the development of this or any other proposal that would bring significant numbers of additional vehicles to West Glenwood until these and doubtless other negative impacts are addressed and the solutions implemented. Before increasing our population by approximately 25 percent, we need improved evacuation routes, an updated and better equipped fire department, and upgraded local roads capable of safely and efficiently handling additional traffic.

Thank you for taking these issues into consideration.

Elizabeth J. Phillips
120 Rockledge Dr.
Glenwood Springs
Colorado 81601

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

From:	Ryan M. Muse
To:	Trent Hyatt
Subject:	FW: Proposed annexation and zoning
Date:	Thursday, July 29, 2021 10:46:44 AM

Ryan Muse
City Clerk
970-384-6406
City of Glenwood Springs

From: Thelma Zabel <tjzabel@gmail.com>
Sent: Wednesday, July 28, 2021 6:05 PM
To: Debra Figueroa <debra.figueroa@cogs.us>; Ryan M. Muse <ryan.muse@cogs.us>
Subject: Proposed annexation and zoning

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PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

There are a number of reasons to oppose the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and the 12.285-acre PUD proposal that's currently under contract with R2 Partnership LLC. I know that you have both received letters addressing the safety, the impact on traffic especially here in West Glenwood, and how this proposal fits into (or does not) the city's comprehensive plan.

So I'll not repeat all of the information that you've already received. Instead I wish to speak from a very personal perspective that addresses the issue of safety. Living here in West Glenwood in 2002 when the rapidly growing and rapidly approaching Coal Seam Fire resulted in hurried evacuations, my biggest fear about this proposed development centers around the ever-growing incidence of wildfires. It is hard to imagine the fear and the panic we West Glenwood residents were feeling as well as what we were seeing as we evacuated, the fire reaching so close to us as our cars inched along the roads to safety.

There was also the dilemma: which way do we go to get out of the fire's path- south to get on I-70 east or south through downtown Glenwood Springs? Certainly not west on I-70! Our family and the many other residents who lived through this wildfire will not forget looking back at our homes wondering if we'd return to them still standing and then, looking forward hoping that all of us on the roads trying to evacuate would come to no harm.

So now imagine this same scene with the recent increasing threat of wildfires and add perhaps hundreds and hundreds more vehicles into the mix. How can we possibly approve this proposal?

Thank you for your consideration.
Thelma Zabel
89 Rock Ledge Drive
Glenwood Springs

In Difficult times carry something beautiful in your heart.

FYI

Sent from my iPhone

Begin forwarded message:

From: lindyenwold@aol.com
Date: July 27, 2021 at 12:10:18 PM MDT
To: BOCC <BOCC@garfield-county.com>, Sheryl Bower <sbower@garfield-county.com>
Subject: [External] include in city council packet on annexation of 214 Donegan
Reply-To: lindyenwold@aol.com

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations.Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed too occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed develpment will require ??? We just experieinced I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660
Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

From: Jeremy Gerbaz
To: Trent Hyatt
Subject: Annexation of 214 center drive
Date: Wednesday, July 28, 2021 9:06:28 PM

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I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Over run open space:

Gregory Park in West Glenwood is a small, and very beautiful. My kids and I enjoy spending time there. This little park has been quite magical for my children as the stream and all the trees have helped set a wonderful scene for my kids to use their vivid imaginations to create hours of play. When the urban development crash lands on our side of Glenwood it will definitely upset the quietness, and openness of this small area. There are very few places in Glenwood now where kids can go to play , or where families of our community can go
To be with one another. Basalt has Crown Mountain park, Rifle has a splash park, even New Castle has a decent skate bike park. We need more open space or at least not to overrun what little space we have now.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" whenthis building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's

past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safetyperspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I hope that this development is not being taken lightly? Growth has to occur but to what extent do we let revenue motivate our decisions? I hope that our concerns are being heard and taken very seriously. This valley is a gem and every bit of land here is priceless. As a community we need to think hard about what Glenwood Springs should look like in the years to come. Do we want a city in a small town or do we still want to keep all the charm and beauty that many have moved to this valley for. As of right now we are a rural city and not a urban city but these developers want to create a urban monstrosity. They do not live here and honestly have no investment in our community other than making money off of it. We need a fire department first, some shared open space and then maybe a nice little housing community.
Make it tasteful and also protect the citizens who live on this side of Glenwood first.

As our population grows and the need for housing increases, let's also consider our environment and where most of these people are working. If we as a community are housing most of Aspen's workers then perhaps, for the sake of emissions, consider not making it our priority or problem to build more affordable housing, perhaps, instead, let Aspen create more affordable housing for their employees.
We need jobs in Glenwood and workers here too.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Charlie and Heidi Kimmel
West Glenwood Homeowners

From: Carrie Bowen
To: Trent Hyatt
Subject: Fwd: Annexation of 214 Center Drive
Date: Wednesday, July 28, 2021 8:40:17 PM

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Sent from my iPad

Begin forwarded message:

From: Paula Stepp <paula.stepp@cogs.us>
Date: July 28, 2021 at 10:21:44 AM CDT
To: Carrie Bowen <carrie.bowen@gmail.com>
Subject: RE: Annexation of 214 Center Drive

Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us

Members of city council can only consider comments included in the packets or expressed at the public meetings.

Thank you,
Paula Stepp

-----Original Message-----
From: Carrie Bowen <carrie.bowen@gmail.com>
Sent: Saturday, July 24, 2021 10:16 PM
To: Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety

issue, fire safety and evacuation is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point is anywhere near accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY too big! It's that simple, the buildings are way too tall; from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Carrie Bowen
35 Gamba Dr, Glenwood Springs

Sent from my iPad

I would like to set the record straight. We the residents of West Glenwood are NOT against the Diemoz family selling their property, like many of you have been told. What we are concerned about is the magnitude of the development that R2 Partnership/Mr. Rosenberg is proposing. R2 is planning a 360 unit complex that Mr. Rosenberg claims that he can keep at 600 residents. Just last summer Mr. Rosenberg stated he could not control the number of residents.We all know what it is like here. Multiple families living in single family homes. Two of the buildings in this proposed development would be 53 feet, that is five stories.That is the same height as Six Canyons. Four stories is code. The GWS fire chief has even said that our fire department can not fight a fire in a building of the height. Our very own Mayor was on CNN telling about our drought and fire danger in our region. Mayor Godes even commented that no more people should move here. Another concern is the amount of traffic this development will produce. They are guesstimating 2200 additional trips on Donegan a day. Which would in turn mean down Mel Rey into the 114 round about. You county residents that commute up valley everyday should be furious with the additional cars in the West Glenwood round about. The state of Colorado must do a traffic study before anymore residential units are allowed to be built. Mr. Rosenberg has also decided that he would rather pay a fine in lieu of providing green space and dedicated land for schools which is required. A housing study was done that Mr. Rosenberg keeps referring to. Yes, it says that we are short 2000 rental units. BUT what Mr. Rosenberg is leaving out is that the "study area" included Aspen to Glenwood, Edwards to Parachute. So this entire region is supposedly low on rental units, not just Glenwood! If you have ever had to flee your home from a wildfire like many of the residents of West Glenwood you should understand the fear and stress we are experiencing. I believe that R2/Barry Rosenberg is trying to push this development through on the good name and the coat tails of the Diemoz family. Something to think about, look at the legacy that Doc Jackson has left for our valley. What kind of legacy is the Diemoz family leaving?

Lisa Orosz
West Glenwood Springs
970-945-0452
folo@sopris.net

From: Jane Szucs
To: Trent Hyatt
Subject: West Glenwood Annexation
Date: Wednesday, July 28, 2021 5:47:56 PM

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Dear Trent,

Please include my comments below on the West Glenwood Annexation for inclusion in the city packet.

Thank you,
Jane

Sent from my iPad

Begin forwarded message:

> **From:** Paula Stepp <paula.stepp@cogs.us>
> **Date:** July 28, 2021 at 9:35:30 AM MDT
> **To:** Jane Szucs <janeszucs1@gmail.com>
> **Subject: RE: West Glenwood Annexation**
>
> Hello Jane,
> Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us
>
> Members of city council can only consider comments included in the packets or expressed at the public meetings.
>
> Thank you,
> Paula Stepp
>
> ---
>
> **From:** Jane Szucs <janeszucs1@gmail.com>
> **Sent:** Tuesday, July 6, 2021 10:32 AM
> **To:** Paula Stepp <paula.stepp@cogs.us>
> **Subject:** West Glenwood Annexation
>
> >> Dear Paula,

>> I write to express my opposition to the West Glenwood Development and Annexation. I have just come from hiking the No Name Jess Weaver trail. While there is still beauty on this trail, the creek has changed significantly in its flow as well as in the quality of the water. I could palpably smell the chemicals from the slurry dropped last August as a result of the Grizzly Creek fire in the areas where the fresh slides have occurred on this trail. I noticed that the intake for Glenwood Springs Water has been shut off, thankfully, given the quality of the water that is currently running from the creek. I encourage you, if you have not already done so, to take a walk up this trail and consider the future of Glenwood Springs.
>> Water is life and I am concerned at the consequences of the fire last summer. It is long overdue that Glenwood Residents stand up for a vision of our city that puts our quality of life and the preservation of our environment in front of and prioritised over a vision of economic growth and mechanistic utilitarianism. The West Glenwood Pasture Development is only a symptom of our out of balanced action favouring economic growth over the protection of our resources. It is important and my hope that the Glenwood Springs City Council will support responsibly built infrastructure that protects these resources and the people that live in this town. The time is now for our city leaders, to step up and oppose continued large scale high density housing growth without having the infrastructure in place to support it. The planning and zoning commission has voted no for the annexation and my hope is that the council will honor these views and do the same.
>> Respectfully,
>> Jane Szucs
>> 912 Minter Avenue
>> Glenwood Springs, Colorado. 81601

>> Sent from my iPad

From:	Bobbie Meriwether
To:	Jonathan Godes; Charlie Willman; ingid.wussow@cogs.us; Paula Stepp; Shelley Kaup; Trent Hyatt
Cc:	Debra.figeroa@cogs.us; Ryan M. Muse
Subject:	To be included in packet July 29@annexation
Date:	Wednesday, July 28, 2021 4:23:52 PM

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Council members ,

STORM KING July 6, 1994 :

At this meeting we in W. Glenwood , can finally say to you that we are relieved to have a chance to tell you what it means to us when the decisions you make have the potential to change and impact our lives ….forever.

The wonderful thing about a community.. is that most people already know, or have come to know , the significance of this mountain .

For some , a memorial anniversary for Storm King is a special occasion , one day a year .. Others can never forget ..

lessons learned long ago. In the after math of that fire , city officials vowed to

"never forget "

There was a year long investigation shortly after , A COMPREHENSIVE manual was published as well as a continually UPDATED website . That website is full of stories about what happened along the " chain of command :

" NOT paying attention "

.. to current reality was the overriding conclusion of the report. There is a firefighter's training manual UPDATED every day online . Hotshot jumpers are reminded daily to PAUSE and REFLECT before jumping into situations that are out of their control.

This applies to both leaders and those hotshots on the line. The investigation moved from finger pointing , to CONTINUOUS online learning and training in order to seek BETTER outcome. Knowing that perfect safety is not possible , still we say " let it never again happen. Thousands of lives is a lot of lives to lose .

•PRINCIPAL FINDINGS•

....."No simple solution or novel approach exists that will significantly improve safety

..... The tragedies of 1994 were a WAKE UP CALL. No amount of sophisticated equipment and technology can replace personal and institutional VALUES that place safety above all else.

..... BOTH management and individuals are expected to be responsible and accountable for their actions. "

•The entire manual really is a lesson in Leadership The primary message to all individuals in the chain of command :

•PAUSE and REFLECT before jumping into the line of danger .

****

Citizens DO have a right to ask of our officials that reasonable efforts be made to provide safety ABOVE all else for the greater good of Glenwood. Adding thousands of more people near exits 114 and 116.. will certainly some day , result in avoidable tragedy .

From: from: harlangwen2@aol.com
To: Trent Hyatt
Subject: Re: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.
Date: Wednesday, July 28, 2021 4:16:18 PM

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I will send it on to him but was sure that I had included him in the address.

-----Original Message-----
From: Paula Stepp <paula.stepp@cogs.us>
To: from: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Wed, Jul 28, 2021 3:20 pm
Subject: RE: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

Hello Gwendolyn
Please forward your comments to Trent Hyatt to be included in our city packet regarding discussion of the annexation: trent.hyatt@cogs.us
Members of city council can only consider comments included in the packets or expressed at the public meetings.
Thank you,
Paula Stepp

From: from: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Wednesday, July 28, 2021 2:57 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; debra.figuero@cogs.us; Shelley Kaup <shelley.kaup@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; trent.hyatt@cogs.us.com
Subject: Annexation and Rezoning of 214 Center Drive and the Development of 480 Donegan Road.

I am writing to oppose the development of this Pasture for many reasons but mainly because the possibility of the SAFETY of the residents in West Glenwood with the fire danger.

West Glenwood had a taste of how helpless we are when last summer with the 111Fire and the gridlock went on for 5+ hours. Thousands of lives could have been

lost and this seems to be on deaf ears with the Rosenberg's and including the Diemoz's for the sake of what? I happened to leave the Meadows and entered Midland at 7:00pm at Target's exit only to pull into my driveway 2.3 miles distance at 10:30 pm. To think of developing still this large of a development with the impact of the traffic during a fire and human life could be lost is unconceivable to me. An evacuation plan needs to be addressed before any further discussion of the Development of this 12.5 acres. I understand there is not a water shortage so why am I a consumer fro 49 years restricted by the tenants in these units will have plenty of water.

The number of supposed shortage of housing is 2,000 and 6 Canyon has been built after P&Z said NO, the Meadows are building more Lofts, land by Mtn. View Church has build housing and yet none of these get deducted from the 2,000.

The City of Glenwood has failed Senior Citizens in many ways and one in particular with home owned one-level homes. Many senior friends have had to move because of the lack of this type of housing. Population is growing but business are leaving and nothing is coming in. Target was going to buy the old Natural Grocers and they changed their minds-why did they not do that and what did they see. We need another Grocery Store and one that is in competition with Kroeger. Safeway is prime location land and hasn't been purchased. Rumors had it that Murdoch's was coming to town and occupy

the many vacant business by Wal-Mart and that did not happen. No movie theatre, good places for teenage to hang out but and overdose of Marijuna shops. And it goes on and on.

There is a letter to the Editor in today's paper from a Glenwood Park resident saying "the town is ruined enough from excessive growth" and also says " you all should be canned". Not complimentary to City Council (Tony usually does the right thing for the citizens). Just in case you haven't read it you need to know how most of Glenwood feels about the current growth.

In closing I pray you all will do the right thing and vote against this. Rumor has it that Steve Davis has bought a house in Texas so if that means you intend to move you should not be voting on the impact of this development, Jonathan was on CNN stating that we should not be building for growth (I paraphrased it as I did not see the interview), Ingrid has lived in West Glenwood along with many relatives and still has relatives here, so let's have the courage to do the right thing for the SAFETY of all of Glenwood.
I will leave you with a Bible message and hope that you read it: 1Timoth 6:10/

In God's Truth and Justice
Gwendolyn Porter
60 Ponderosa Circle (for 49 years)

Michael R. Kinser
51 Ponderosa Drive
Glenwood Springs, CO 81601
Ph: (970)945-2287
mikekinser2@gmail.com

Trent Hyatt
City Hall
101 W 8th Street
Glenwood Springs, CO 81601

July 28, 2021

Dear Mr. Hyatt,

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 272 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

I. Safety

Comment:
An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 800 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

Background/Rationale:
Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can except wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left resident of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire. Since then, population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 800 people from the PUD will only exasperates the problem. <u>The top priority of government should be to ensure the safety of its citizens.</u>

II. Water

Comment:
A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

Background/Rationale:
Last August, Glenwood Springs residents were placed on water restrictions. Those restrictions remain in place. Odd numbered home addresses water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering can only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzly Creek Fire forced the closure of the Grizzly Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. In fact, two separate debris flows occurred on June 26 and 27, 2021 which impacted the City's water intake in No Name Creek. This resulted in limiting water use to essential uses from June 26 to June 30 (according to the latest update). Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

III. Traffic

Comment:
Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

Background/Rationale:
Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparal Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

IV. Parking

Comment:
An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 800 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

Background/Rationale:
The PUD proposed 1.7 spaces/housing unit which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot. The applicant has indicated they plan to limit how many vehicles PUD residents are allowed. I do not believe it is possible to limit parking to 1.7 per unit (because no one drives 0.7 of a vehicle). They will have to say either one or two vehicles/unit.

V. Neighborhood Compatibility

Comment:
Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

Background/Rationale:

City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, <u>it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.</u>

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

VI. Other Impacts

Comment:
Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, grocery store, hiking/biking roads and trails (e.g., Mitchell Creek).

Background/Rationale:
Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

This concludes my comments, issues and concerns.

Warm Regards,

Michael R. Kinser

Dear esteemed City Council members,

With yet another couple of related challenging decisions you are facing, I want to share a few thoughts on the proposed changes in West Glenwood Springs. I wanted to help long-time friends and neighbors living in that portion of our community. I dipped my toe into the waters and have become quite submersed with their efforts wanting to help guide, educate and inform them with the Annexation Petition by Glenwood Partnership/Floyd Diemoz and the PUD zoning request by R2 Partners.

As per the recent news of R2 being under contract to purchase the West Glenwood Mall and their "revisions" heard second-hand to their initial PUD proposal for the vacant portion of the parcel. I'd attended virtually some of the GS P&Z public hearings, another with some R2 representatives and also studied many of their submitted documents and the GS Municipal Code.

That said, at the time I began writing this, there was no agenda or related documents for the July 29th Special City Council meeting so want to share my concerns and suggestions based on previous documentation and some of what I have been able to review/digest within current context as things being "in flux". I'll try to be clear and accurate in my thoughts with reference to current information and the Municipal Code as needed.

First, with the "Annexation Petition"…as decision-makers you are in the "driver's seat" and have the power to approve or deny and in my mind, if denial occurs, then perhaps there could be no time spent on the PUD portion of your agenda? OR IF the annexation is worthy, THEN I believe you should impose conditions on the annexation. Apparently public comments will not be "policed" and limited to just one or the other of the agenda items since they are so very inter-connected?

I, and others suggest you do not annex or allow ANY further development on the vacant portion UNTIL and UNLESS the following are required:

-1) The GS Comprehensive Plan from 2011 is updated. Conditions have changed in your city and community/professional guidance should be sought to help guide responsive, up-to-date decisions for now and into the future.

-2) An Emergency Response and Evacuation Plan be developed and ALL suggested improvements are in completed and in place. Lives, livelihoods and property are at stake as evidenced by so many examples locally, regionally and nationally.

-3) Actual LAND is dedicated for Park/School Land. Currently none has been offered and the sense is they want to "wall" out non-residents and NOT honor and invite neighbors or school children who are a part of OUR community, but NOT THEIRS no matter how impactful the project is for the immediate vicinity and the city as a whole.

-4) NO reduction or offset in “fees in lieu of” land dedication or “fire and emergency impact fees” for off-site improvements.

I read through the Draft Annexation Agreement of March 12, 2021 and “hidden” in the documents are “gems” I discovered and have been a concern/issue with those I’ve shared. So much for being upfront, honest and transparent…

I’d asked follow up questions related to statements made by Barry Rosenberg at P&Z and our small-group virtual one. I am still somewhat in disbelief and hope a better development could be proposed.
-He stated whether they build 360 units or one unit, their costs would be “north of $11 million!
-They said through lease agreements they would limit the number of residents at 600 or fewer. I think the cash cow/rental income would be more important than trying to physically count and enforce their “limit” which they based on their history of other rental properties in the Midwest and South. Their website show no developments west of the Mississippi. Using the Parkland Dedication Muni Code guidelines of “residents per unit type” I came up with approximately **877** residents. The newest proposal using their NEW unit types yielded **853.75** residents!!! I don’t know where they get their 600 maximum residents in their hoped-for-reality? (Live –Work 13, Townhouse 40, Multi-family 279 per their most recent PUD Site Plan)

(GS Code) “070.040.030 (g)(2)b.

Amount. Park land shall be *dedicated* in the ratio of 0.007 acres per resident or seven (7) acres per one thousand (1,000) residents of the proposed development, to be computed as follows:

1.

3.5 residents per single-family dwelling unit;

2.

3.0 residents per two-family dwelling unit; and

3.

2.5 residents per multi-family dwelling unit.

4.

1.25 residents per accessory dwelling unit (ADU). “

-With just two access/egress points in their PUD proposals, they suggested to reduce traffic impacts adjacent to Two Rivers Community School they would limit

traffic to just one of the two points, but didn't say if they would have someone close a gate twice a day or just post a sign which probably wouldn't be legally enforceable since it would be on a private street.

Other items in the initial Annexation Agreement that seem unpalatable include:

A) -"…the City shall accept fees in lieu of land dedication for the benefit of schools in the RE-1 School District…". Perhaps they do not consider Two Rivers Community School as a a charter school and part of our school district and do not want to dedicate any school land to help with their needs since the school already uses a de facto "playground" at city-owned and maintained Gregory Park??? Similar to St. Stephens School and Sayre Park…I don't know if there is any "agreement" with the city? I've heard instances when someone having their vehicle in for service were suggested to wait at Gregory Park only to be descended on by hordes of schoolchildren

B)"…the City shall accept fees in lieu of parkland dedication…".
BUT these "fees" they will pay to the City will be REDUCED/offset by their "actual costs "to construct off-site bike paths and pedestrian trails and sidewalks…" .

C) The biggest nugget found in the first Annexation Agreement was their hubris of constructing roadway improvements instead of paying fire and emergency impact fees to the City. I discovered this and shared with Chief Gary Tillotson who did not know of that intent. I shared this with him and other GS Rural Fire District board members and ALL agreed this idea was UNACCEPTABLE! And he shared beside the already current need for a larger, updated fire station there would be a need to purchase an additional aerial apparatus at an estimated costs of $850,000 to one million dollars and perhaps was focused on the $370,000 impact fees the developer would pay as no waiver was requested…the "reduction" for roadway improvements were "hidden" in the details. **Pavement will NOT save lives or put out fires!**

"…fire and emergency service impact fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements at the Highway 6 and Donegan Road intersection."

Per the latest agreement it looks like they will pay the fire and emergency impact fees with no reduction for roadway improvements AND dedicate not less than one acre to the City for a fire station site. I would encourage you to be sure such is the case as that is a great concession. BUT those fees will "trickle in" "at the time of building permit for each phase of development. I believe this is still not desirous as the need for new apparatus, construction of a new station and increased staffing should NOT have to wait for funding over a prolonged period. The need arises sooner AND the costs of construction and acquisition of equipment will only rise

over time. Perhaps the City could apply "annual cost escalators" to not just this fee, but others as well?

Even with their offer of one acre for construction of a new fire station, I would remain wary of other such "reductions/sleights/we know best" legalese as they seek to annex, apply for development permits and justify their proposals as worthy of being a part of the City. To me these fees in lieu of (with reduction for improvements) and spreading out payment of impact fees are not worthy of acceptance and should be considered the "cost of admission/annexation" into the city. Except perhaps the dedication of land for a fire station, but it would be much more appropriate and provide better response times with a direct connection to Highway 6&24 and should be a part of future applications related to the mall or combined properties rather than be considered as part of the two items under consideration at your special council meeting?

They had also committed to roadway reconstruction near to their property. IF you choose NOT ANNEX, or IS ANNEXED with CONDITIONS, perhaps you or they may NOT CONSIDER the PUD item of your agenda but instead recommend/require an overall master plan for both parcels. Their "commitment" to do roadway improvements adjacent to, in the immediate vicinity and nearby (Hwy. 6&24 and Donegan Road) could be obviated with a **direct connection to 6&24**, thus potentially reducing their development costs AND be less impactful and disruptive to adjacent and nearby neighborhoods. They still show two access points on Storm King and Donegan Roads which will be disruptive to the school and neighbors.

And yet another thing that has come up is both in GarCo Referral Agency comments and at the recent BOCC meeting related to the 480 Donegan proposal, it has been advocated that the City annex ALL of West Glenwood (former) and annex the remainder of Storm King Road, Donegan Road adjacent to the project and ALL of Mel Rey Road from Donegan to Highway 6&24 (latter). Are you and the citizens of GWS willing to take on more infrastructure and lane miles whether near to or ALL of WGWS? Will this development and residents generate enough revenue over the years to make approval worthwhile? The old adage I recall has been "residential does not pay its own way"?

Whatever you choose to rule on, whether as proposed or with appropriate conditions, and support Glenwood Partnership (Floyd Deimoz) and Commercial Development Services Group with the **Annexation Petition**, and before you consider the **"Initial Zoning/Rezoning" to Commercial District and Planned Unit District (PUD)** at 214 Center Drive, I want to remind you of the purpose of a PUD per the Municipal Code and to honestly consider both the benefits and ramifications of your decisions and whatever is agreed to will truly offer GREATER BENEFIT to the City of GWS.

(Development Code) 070.20.180
(a) Purpose. Planned unit developments (*PUDs*) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.

Finally (if you can believe it) I was both heartened and amazed by the comments made by GarCo commissioner Mike Samson as detailed below (link to meeting):

https://garfield-county.granicus.com/MediaPlayer.php?view_id=3&clip_id=1631

This web link is of the Garfield County Commissioners meeting of July 19, 2021 included the review of the Annexation Impact Report by the City of GWS. The comments from commissioners begin at 5:21:07 and ends at 5:32. Of particular interest I especially wish to bring to your attention are the comments by Commissioner Samson (5:25) encouraging a **"…coalition of groups, organizations, governments that could come together and work with the Diemoz family to perhaps make that a more beneficial area to the people that already live there…I would even be in favor as a County Commissioner to be part of that, to work with the City, to work the family, to work with the other groups…. I think that would be a better solution for all of Garfield County…".** This support, whether annexed or not is an enlightened awareness by a County Commissioner (and I expect many, many others) to acknowledge the density, impacts and shortage of undeveloped space in this area, and by extension the deficiency of parkland and to cooperate with others including our county government to pursue or include a different, greater potential for the vacant portion of this property.

I too agree with Commissioner Samson, and hope there can be a Creative, Respectful. Sustainable and Responsive future for this parcel AND the West Glenwood Mall property, especially if your Comprehensive Plan is **updated** AND both developers and decision-makers can work together on positive solutions now and into our future. The Town of Carbondale has made huge strides with sustainable development and recently began work on updating their Comp Plan. Habitat for Humanity has brought to fruition owner-occupied housing from Basalt to Rifle (their biggest hurdle finding affordable land to build upon) and both RE-1 and CMC have been working toward affordable staff housing. I have tried to make contact with both HFH and RE-1 for them to provide input but have not yet made contact.

As city council, you are in the "driver's seat" with the Annexation Petition and Zoning/Rezoning PUD proposal before you. I believe they are more than just "Yes or No" decisions, and hope there is a way **IF** accepting the request for whatever reasons, that **conditions** be placed on the owners and developers of the 15.818 acres.

Such things that come to mind and have been shared by others are:

-A) Allowing no further development on the vacant parcel if annexed into the city without the completion of an updated Comprehensive Plan (Carbondale is currently working on their update of a 2013 plan with an emphasis on HOUSING),
-B) Completion of an Emergency Evacuation Plan with ALL suggested improvements in place prior to the issuance of any Certificates of Occupancy,
-C) Actual Park/School Land Dedication to help address the shortage of both in WGWS.
-D) Impose appropriate conditions as desired to make this much better than a "cookie cutter" development such as requiring use of "fire resistant" building materials, energy efficient building construction and implementation of alternative energy technology such as solar panels, heat pumps, etc.
-E) Consider requiring development under an **existing** City Zone District like "Residential Transitional" as done with the Bell-Rippy development which WILL provide Public Parkland rather than under a PUD zoning request.

***RT*) District.**

(a)

Purpose. The *RT* district is intended to provide for transitional areas consisting of primarily residential uses at varied densities, with limited commercial uses that are compatible with surrounding neighborhoods. The *RT* district is intended to serve as a transitional buffer between residential and nonresidential *zoning* districts.

-F) Require some land be dedicated (Parkland/School Land) to the City so you can partner with Habitat for Humanity to construct truly affordable, owner-occupied housing. Their biggest hurdle is finding land upon which to build.

Regarding the density of the PUD request and adding the new "twist" of R2 Partners being under contract to purchase the West Glenwood Mall, I believe things including traffic studies need to be looked at in a new light. I recall the developer did consider "full build out" of the mall, but under what scenario? As retail or as a mixed use development like Willits? Also I do not believe they projected any impacts of development on the unincorporated parcels west of Ami's Acres. Maybe there will be a request to annex to the City there as well?

Glenwood has and will have much development, both approved and with other areas of "potential". This includes more apartment units in Glenwood Meadows (300-400), the aforementioned Ami's Acres area, redevelopment of mobile home parks, the unknown what may go on the recently sold Johnson's Mini-Golf parcel, the 58 units proposed behind Discount Tire and whatever else might happen with other vacant commercial properties throughout GWS.

I did an analysis comparing the initial number (360) of units and types proposed at 480 Donegan on 12.285 acres with **SEVEN** existing multi-family complexes in West Glenwood. I tallied the number of units AND the estimated combined acreage of those existing and compared that to what is proposed on the vacant parcel.

R2's current proposal has 332 units on 12.285 acres. Compare this with 310 units in six different complexes spread over approximately 21.5 acres. This highlights the density of units proposed on this vacant parcel plus the concentrated impacts to the surrounding neighborhoods including daily traffic volumes and the necessity of having Emergency Evacuation plans and improvements in place, even before any more development is ALLOWED.

And they I believe inaccurately "justify" their proposal and density with their "RLCO Memo on Housing Demand" May 19, 2021:

"1.The Greater Roaring Fork study concluded that in 2019 that Glenwood Springs needed 2,000 additional housing units to meet demand.Their analysis already accounted for 487 units that were near-term planned or under construction. Therefore, while some of these new housing projects have delivered over the past two years, the identified 2,000 unit shortfall remains to be addressed."

I looked at the 2019 Greater Roaring Fork Regional Housing Study which is **"…a region that covers the Roaring Fork Valley and the Colorado River Valley; from Aspen and Snowmass Village to Glenwood Springs, and from Parachute to Edwards."**

The study does state for the Glenwood Springs AREA:

"Overall, the area has a 2,000-unit shortfall, which is projected to remain relatively the same over the next 10 years. That shortfall is also spread across every income level, and is projected to expand in the missing middle category (120 to 160 percent AMI) by 2027."

And perhaps an analysis of the following should be done to determine the true needs related to "affordability" and whether "rental" or "owner-occupied" units?

Table 6. Glenwood Springs Area Housing Units Needed by AMI, 2017 & 2027

Glenwood Springs	2017	2027
Less than 60% AMI	1,126	483
61% to 80% AMI	107	688
81% to 100% AMI	---	403
101% to 120% AMI	169	---
121% to 140% AMI	157	597
141% to 160% AMI	381	436
Greater than 160% AMI	301	---

Source: Economic & Planning Systems

What is the "Glenwood Spring Area"??? Using the 81601 Zip Code it encompasses from just north of Aspen Glen to just east of the New Castle City Market. R2 wants us to believe the **CITY** of Glenwood Springs not the **"area"** is short 2000 units! Can we even consider that number within the corporate limits? iI is an "obfuscation for justification" and deserves further analysis by the City rather than to rely on R2's out-of-state consultants summary outlined in the very brief one-page memo included in council and P&Z packets.

There IS agreement that Glenwood Partnership has property rights and the property is Commercial Limited zoned in GarCo which DOES allow for certain types of development, NOT a 24-hour-a-day warehouse operation as has been "threatened". Per the GarCo Land Use and Development Code:

C. Commercial, Limited (CL). The Limited Commercial Zone District provides for a limited range of commercial uses needed to meet the shopping needs of residents in the adjacent neighborhoods. Businesses are to be oriented to the neighborhood and compatible with surrounding residential uses.

Mr. Floyd Diemoz is a long-time resident of GWS, is influential and has been well-regarded. The opposition is not a personal attack on him and does not want to take away anything from him or his family. It is mainly this development proposal with a myriad of issues, alone and in context with the greater whole and what it can mean for both the near future and long-term future of GWS. Change

is inevitable, but better to seek change for the better, quality over quantity, lest the end result is for the worse.

This vacant parcel is a “blank slate”. R2 Partners website states **“…their interest is in positively evolving established neighborhoods to support their long term viability”** and their property management partners site says **“We do the Right Thing-One Project at a Time”.** Keep these in mind as you make your decisions and consider whether this proposal truly meets the purpose not only of a PUD providing “…greater benefits to the City of Glenwood Springs”. And whether this proposal is the best vision and use of this parcel for the whole of GWS.

Much is at stake for so many involved. From the risk/rewards of the property owner and developer, to the impacts for immediate neighbors, travelers, commuters, workers and for the future successes or failures for the City of GWS and its revenues, expenses and attractiveness. I stepped in to help neighbors and friends in WGWS in their David vs. Goliath fight of a grassroots, no budget group of citizens against the deep pockets and professionalism of an Ohio-based developer and their team of architects, engineers, financial advisors, Public Relations group and attorneys. I had hoped to educate, inform and organize them from a possibly perceived NIMBY opposition to encompass a broader spectrum of people in GWS and the greater region. We ARE linked in so many ways and share in the struggles and hopefully successes and uniqueness of our community wanting to build on those successes, not lose or degrade that what makes us want to fight for those here now AND for those yet to come whether home-grown or those drawn to what they see as “right”, desirable and attractive.

I hope my thoughts, ideas, concerns and details have not put you to sleep, give you glazed eyes/deer in the headlights look. And my experience as a former two-term city council person, a Parks and Recreation Commission member, “instigator” of a Housing for Tomorrow city commission and current GS Rural Fire Board member has shed some deeper light on what may be helpful and important to assist (and not hinder) your decision-making with these two items on your Special City Council meeting agenda.

I know I am “well past done”. I want to sincerely thank you for your time and consideration, not only reading this “missive/novelette”, but also with your decisions…those specific to this agenda and with the many more items in the near- and longer-term future.

I’ve spewed so much more here than I could touch on/convey in three minutes. I don’t apologize too much for my “keyboard diarrhea” but I wanted to share with you so much of what I’ve discovered in my quest to help the core group of residents and perhaps even you with so much on your plates.

I too want to extend thanks to P&Z Commission members and city staff for their time, dedication and energy given to this impactful development that in and of itself will increase the population of GWS from the 2019 by close to ten percent.

With gratitude, sincerity and hopefully accurate/detailed intentions,

Greg Jeung

From:	Shelley Kaup
To:	Ryan M. Muse; Trent Hyatt
Cc:	Jennifer Ooton
Subject:	Fw: West Glenwood pasture development
Date:	Wednesday, July 28, 2021 12:47:06 PM
Attachments:	Outlook-2yudmdri.png

Can you please forward to the rest of council and include in the public comment?

Thanks,

Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: Michael Hoban <hobdog49@gmail.com>

Sent: Wednesday, July 28, 2021 12:09 PM

To: Shelley Kaup <shelley.kaup@cogs.us>

Subject: West Glenwood pasture development

Hello. My name is Michael Hoban and I have been a resident of Glenwood Springs for over 50 years. I would like to state a few reasons why we sincerely believe this project should not be annexed into the city. It would be like dropping a bomb onto West Glenwood. Our infrastructure is completely unable to handle this project. Our roads are totally in adequate. Schools ,the grocery store , the clinic ,the hospital etc. would be overwhelmed. The scary part is the safety issue with fire. Last summer was total gridlock due to the fire in South Canyon. Our only escape was either to run or ride a bike. The South Canyon fire and The coal seam fire we're terrifyingly close to our homes. We Had to be evacuated and were close even then ,to not be able to escape.

We we have other important and useful projects for those 12.3 acres. A senior center and a small amount of senior housing . A new fire station. Baseball field. Soccer. It is also a great place to grow food. We love West Glenwood dearly and we refuse to let our part of town be destroyed. PleaseDeny the applicants annexation. Thank you, Michael Hoban.

Sent from my iPad

From:	Blaine Ward Towing
To:	Trent Hyatt
Subject:	Fwd: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Wednesday, July 28, 2021 11:55:44 AM

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---------- Forwarded message ---------
From: **Blaine Ward Towing** <bwt.6173@gmail.com>
Date: Tue, Jul 27, 2021 at 9:26 PM
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
To: <ryan.muse@cogs.us>, <debra.figueroa@cogs.us>
Cc: <steve.davis@cogs.us>, <jonathan.godes@cogs.us>, <tony.hershey@cogs.us>, <paula.stepp@cogs.us>, <charlie.willman@cogs.us>, <ingrid.wussow@cogs.us>, <shelley.kaup@cogs.us>

To: ryan.muse@cogs.us; debra.figueroa@cogs.us

CC: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; shelley.kaup@cogs.us

Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

We are writing to express our opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/ Floyd Diemoz and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. We recognize that Garfield County, Pitkin County & Eagle County as a whole does need more affordable housing, but to allow 279 units on this property , at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable. As well as infrastructures that need basic reconstruction.

A great majority of my life & my family's lives have been in West Glenwood. We own a Towing/ Recovery business & have successfully operated on Mel Rey Road in West Glenwood for 40+ years, also living on Mel Rey road for 20+ years. We have seen and been part of the changes for many years. The one big thing that has changed over time is the huge increase in population as well as the traffic. Majority of the traffic are single occupants per vehicle. Our valley can barely handle the amount of population we already have because of our infrastructure issues. We have seasons, months, weeks & daily issues on the roads. (Whether it be in town or on the interstate & highways.) With being in the towing/ recovery

business our response times to respond to an emergency/ accident, as a 2nd responder, are & have been getting harder to negotiate traffic & our response times are taking longer, all because of traffic jams. We are known as 2nd responders in most cases, but in some cases, we do respond as 1st Responders. It always results in something big/ heavy that needs to be stabilized or lifted to help in the assistance of extrication of victims that have been in an accident. It is getting extremely hard to respond to these scenes in a Large Tow Truck (semi-size) due to the traffic congestion. We strongly believe adding this many (279) units and their vehicles to this area/ neighborhood community would only impact all of us even worse than where we are now.

Mel Rey Road, Donegan Road & Storm King Road is a known designated truck route. We use this route with our business daily. Adding more people and vehicles at this density would definitely alter the designated truck route to being impassible because people do NOT understand the room that is needed to negotiate a Tractor - Trailer. Knowing that parking will be an issue with that many more units/ people/ cars. Bringing in more people only brings more issues in every direction of the spectrum. Whether its cars, parking, water issues, sewer issues, property tax issues with adjacent properties & privacy. All this will do for us property owners is raise our utilities and our taxes.

I am scared for my family's safety knowing that this many strangers are going to move in just feet away from my backyard.
What we know as West Glen Sanitation District, cannot handle this amount of units. West Glen Sanitation would have to overhaul its complete system and pump the sewer across the river to Glenwood Springs Sanitation. So this would result in another pipe crossing the river, subtracting from our beautiful area. Our water structures are already compromised. We have been on mandatory restrictions for water all summer. The issue up No Name Creek & Grizzley Creek is not going to fix itself for a long time. We will experience mandatory water restriction if not full water restrictions for the next decade. The spring that belongs to the property that R2 partnership keeps referring to is DRY due to our ongoing drought that keeps getting worse every year. Mitchell Creek is at an alarming trickle.

There are so many infrastructures that will need to be reconstructed to accommodate that many units & people, it will be big & costly. The local Fire Department would need to be reconstructed to house the new ladder truck, that they will be needing. Our designated truck route (Mel Rey Road, Donegan Road, Storm King Road) would need to be reconstructed. That is a lot of reconstructing and money spent to accommodate such a huge project.
Whatever the case maybe, we need to focus on the reconstruction of our infrastructures that is needed now before we can accommodate a mass increase in population.

Finally we can now discuss our ongoing threat of wildfire that seems to be getting worse every year. It is total chaos when we experience these wildfires in West Glenwood Springs Area. Evacuations of West Glenwood was out of control. Cars & trucks were going in every direction. Every traffic law known was broken with everyone trying to escape. Adding more vehicles & people in West Glenwood would threaten lives if and when another wildfire arises. We have to start thinking about safety for our already known citizens and let's not add to the existing problem that we are currently living with.

I strongly hope and pray that the community's voice and needs are heard. In the end we are all in this together, lets make the right step for our future.

Sincerely,
Kevin & Kelly Ward
0191 Mel Rey Rd.
Glenwood Springs, CO 81601

- And also -

Glenwood Enterprises, Inc.
dba Blaine Ward Towing
Attn: Kevin
0111 Mel Rey Rd.
Glenwood Springs, CO 81601

From: Jeremy Gerbaz
To: Trent Hyatt
Subject: Annexation of 214 center drive.
Date: Wednesday, July 28, 2021 11:08:25 AM

To Glenwood Springs City council, I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development on this site, and I will list the reasons why below.

I know that most letters will include this but fire safety is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently obsolete. That is a scary thing to hear not only from a fire standpoint but for a medical emergency as well.

The impact on traffic will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point are accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5 in the morning for residents of Glenwood Springs to cut water use because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect me to believe the added residents wouldn't effect are water supply that already is having issues.

Also, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size.

So to the specifics of the actual development proposal. It's too big! It's that simple, the buildings are way too tall from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town.

I feel that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Sincerely
Jeremy Gerbaz
West Glenwood Springs Homeowner.

Hey Paula.

Just a quick note to thank you for responding. It is good to be "heard".

Another thought that we didn't really mention in our letter is how this development would affect the entire town. On a daily basis the effects would be immense for local neighbors, and surely fanning out to all of West Glenwood in different ways. But in an emergency, this is a situation that could affect the safety of **everyone** in Glenwood Springs, commuters from the entire valley, and also tourists. This is not a case of disgruntled neighbors who oppose growth and low-income housing only because it's in their backyard,

We hope the City Council will listen to the Planning and Zoning Commission, as it is our understanding that they wisely advised against this project.

Our best to you,

Ken and Erin

On Fri, Jun 25, 2021 at 5:48 PM Paula Stepp <paula.stepp@cogs.us> wrote:

> Hello Erin,
> As a city councilor, we have a quasi-judicial role in land use issues. I can not respond to your letter but will keep it on file to consider when this discussion comes before council.
>
> Paula Stepp
>
> Get Outlook for iOS
>
> ---
>
> **From:** Erin Wiencek <jerinwiencek@gmail.com>
> **Sent:** Friday, June 25, 2021 4:49:43 PM
> **To:** Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
> **Subject:** Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
>
> We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place,

is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek
123 Creekside Court
Glenwood Springs, CO 81601

From: Jamie and Bob
To: Trent Hyatt
Subject: West Glenwood Development
Date: Wednesday, July 28, 2021 10:19:21 AM

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Please include in packet for the City Council Meeting on July 29th. Thank you

* Please note as in Wednesday's edition of the Post Independednt, the R2 developers state they have reduced the numbers of units included on the 15 acre land to 272 units.
This is only approximately 88 less units then their original 360 units and on less acreage by 3.5 acres.

My husband Bob and I have lived in our home in West Glenwood since 1981.
In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.
Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood, Western Hills subdivision, in addition to all of Glenwood Springs as well.

In other letters we have written in regards to this development, I questioned the need for the amount of building that has occurred in our town since 2018, (when the Lofts at Glenwood Meadows were built). Since that time, there has been approximately 467 apartment units constructed, none that I'm aware of, offering low-income/reasonable housing with any option to buy.
The number built over the past 3 years is only 107 more than the recent 360 units proposed by R2 Partnership now.

In addition to questioning the density of such a proposed development, I also question the need to build such an excessive number of apartments within a neighborhood. Looking at the other complexes listed above, I'm not aware of any established neighborhoods, such as ours, being in the midst of such developments.

Because of living in our neighborhood, an abundance of safety concerns are raised, number one being evacuation in case of a fire. This is something many of us have personally experienced in the past few years. We know it's not a matter of "if" but "when" and now always prepare before we leave for an extended time, in the case an evacuation is necessary.

Accidents and traffic on I70 also bring about a back up in West Glenwood making it difficult to to leave our home if necessary.

Adding an additional 600-1200 people and cars I feel is really terrifying.

We've sat in on three Zoom meetings with the R2 developers, asking questions and making suggestions, (such as providing "story poles"), with out any clear answers or interest in ideas from the neighborhood. We'll definitely be a part of the audience for the upcoming July 29th City Council meeting as well.

As I shop and attend activities within our town, I'm very aware of single adults and seniors scraping by to live in this area. I wonder what the likelihood is of bringing more young families to our area, as long term residents. Providing affordable housing/homes to raise a family, in lieu of a loft, 1 or 2

bedrooms that may only be possible to rent with multi family and/or “roommates” to share the rent and expenses.

It makes me sad to realize, most of the kids who went to school and graduated from high schools in this valley, will never be able to return and raise families near their parents, all because of the high price of housing, whether rental or home owned.

Thank you for taking the time to read this long email, I’m sure it’s nothing you haven’t read before from residents of West Glenwood and others.
This is my 4th letter I’ve written defending my position of opposition to this development. Not sure the good it does, but I’ll be willing to write a 5th or 6th letter in the future if needed.

It’s really not about having a view or money….

I feel the #1 concern of Western Hills and other neighborhoods is safety…
S- security for schools and surrounding neighborhoods
A- awareness of our fellow neighbors and humanity
F- FIRE!
E- EVACUATION plans/routes needed
T- trauma already experienced in having to leave quickly
Y- yielding to the voice of the people…please!

Thank you,
Bob and Jamie Darien
19 Chaparral Cir.
Proud residents of West Glenwood

From:	Karleen Lugena Clark
To:	Trent Hyatt; Steve Davis; Jonathan Godes; Tony Hershey; Paula Stepp; Charlie Willman; Ingrid Wussow; Debra Figueroa; Shelley Kaup
Subject:	Comments for July 29, 2021 Meeting
Date:	Wednesday, July 28, 2021 10:19:19 AM

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Please include my comments in the packet for the July 29, 2021 meeting.

Sometimes it takes something significant in our own backyard to wake us up. That is what happened to me with the 480 Donegan Road Project (West Glenwood Pasture Project) in West Glenwood. It was the realization that this project would create a density and safety issue that prompted me to dig deeper into our City's Planning Documents. It quickly became clear that the 480 Donegan Road Project was just another thorn in a much bigger problem. We believe we need to keep building to solve the growing housing shortage but have not paused long enough to study our road's limited capacity and inability to evacuate quickly. Safety should come first for the current citizens before we continue to build any additional housing projects. Yes, I oppose the 480 Donegan Road Project for the following reasons.

The 2011 Glenwood Springs Comprehensive Plan, adopted in March 2011, lists nine key goals on page 5. Safety is not listed! Why?

The 2020-2025 Strategic Vision lists five Strategic Goals. The 5th goal is safety. A new West Glenwood Fire Station is among the goals, but we must remember we need the station today to protect West Glenwood. According to our Fire Chief, the current station is not large enough to house the required personnel for the current population, let alone the additional proposed with the 480 Donegan Road Project. The new fire station and any new equipment should be in place before approving any new housing projects. The fire station is obsolete, and our firemen are stretched thin.

The Wildland Urban Interface Community Wildfire Protection Plan, April 2007, is 14 years old and outdated.

- Since the adoption of this document, the population has significantly increased along with drought conditions. On page 43, Mel Ray/Shady Acres has a Priority Level-High.
- I was discouraged to see on page 26 listed under Evacuation Routes the statement concerning alternative routes, stating, "Of the three, only one could be considered, and its usefulness may be compromised by rough terrain and poor surface conditions." While these roads were not in the West Glenwood area, they are part of our surrounding community. Any evacuation road requiring a 4-wheel drive is unacceptable. If these roads are considered evacuation routes, they must be maintained and useable by the average car.
- Page 29 mentions the designation and development of "Shelter-in-place" areas. While not ideal, a "Shelter-in-place" area could give hope for those cut off from evacuation routes. Fourteen years later, they do not exist.

In a YouTube interview titled "These Americans are fleeing the West Because of Extreme Heat - https://www.cnn.com/videos/weather/2021/06/25/heatwave-west-drought-wildfire-us-orig-kj.cnn," starting at 1 minute 22 seconds in, you can find a statement made by our Mayor. He states, "We have never seen fire restrictions this early in the year, ever. Last year we had three of the largest fires in Colorado in the States history. If that happens in our part of town, we are talking about 1,000 lives lost." This statement tells me that our City Government is aware of the danger looming over all of us. One life lost is a tragedy; 1,000 is devastating and

unthinkable. Is that me, my children, or maybe your own? Who would be among the dead?

The West Glenwood roads are not designed to handle the proposed density. During emergencies, the streets quickly become gridlocked and take hours to resolve. Should a fire start in the West Glenwood neighborhood, the existing residents could easily get cut off from evacuation. The addition of 600+ residents would compound the problem. West Glenwood has many roads, but they all lead to SH 6. SH 6 has two exits to I70 with small roundabouts. I am not an expert, but it seems the deep ditches between SH 6 and I70 might as well be 40-foot walls because they prevent escape. We need emergency exists with closure gates emergency personnel can control.

The Palisade, CA fire resulted in 85 deaths. This fire is an example of everything going wrong. Many of the survivors stated they never received the emergency phone alerts ordering an immediate evacuation. The data indicates all methods of notification were not used. People panicked in the suddenness of the emergency. The phone lines became sluggish with the number of notifications, and delivery was taking too long. We must remember we do not have cell coverage in many areas within our community. I grew up in the Midwest and relied on tornado sirens for timely notification. What about evacuation sirens?

During emergencies, people forget training, people panic, and make the wrong decisions. When our Infrastructure is lacking, those mistakes will increase. Our safety infrastructure is lacking! A plan on paper but not implemented does not help us. We must plan and design our city around the worst-case scenario.

I beg you to support our efforts to create a safer community for all of us. I beg you to pause, build our safety infrastructure, and then carefully consider future developments that fit into the safety measures required for our community. Today, the 480 Donegan Road Project does not fit within the safety requirements for West Glenwood. Glenwood Safe - Glenwood Strong.

Karleen Clark
570 Mel Rey Rd
Glenwood Springs, CO 81601

From:	Kimberlie Chenoweth
To:	Trent Hyatt
Subject:	Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Wednesday, July 28, 2021 10:16:11 AM

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Dear City Council Members,

I have been a Garfield County resident for nearly 40 years and business owner in Glenwood Springs for 30 years.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, *is unconscionable.*

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the

plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Kimberlie Chenoweth
New Castle, CO

From: linda drake
To: Trent Hyatt
Subject: Re: west glenwood pasture development
Date: Wednesday, July 28, 2021 9:54:41 AM

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Hello Trent
Sent this email to Paul Stepp several months ago and she just suggested I send it along to you.
We have witnessed an huge increase of opposition to this proposed development and even with the lesser numbers, it's still an huge impact on an already strained area. The traffic is already insane even on the best days. Factor in I 70 closures, which are happening regularly, the fear West Glenwood residents are feeling when we are faced with a wildfire evacuations... note: NOT IF but WHEN! We have two fires around us and I cannot express the terror we felt leaving our home. Our safety is at risk with this big developement.
I am weary beyond words, not to mention sad to see our wonderful community facing a massive change in the name of development. Our lives will be changed because of this "progress". It boggles my mind as I watch my garden dry out with watering restrictions. Global warming is here now. And we all need to step up and be responsible people or our town, our valley, our state, our planet will be destroyed for our children and their children.
Again I ask the City Council members. WHO DO YOU SERVE?????

Linda Drake
www.lunar-designs.com
970-947-0648 ph

On Tue, Jun 22, 2021 at 12:31 PM linda drake <lindalunardesigns@gmail.com> wrote:

> We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???
> Linda Drake
> www.lunar-designs.com
> 970-947-0648 ph

From:	Shannon
To:	Trent Hyatt
Subject:	Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Wednesday, July 28, 2021 9:43:20 AM

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with
> R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.
>
> Safety:
> According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.
>
> West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses.
> The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.
>
> Impact on Traffic:
> COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions.
> Congestion near schools and safety concerns for our young children are inevitable.
>
> Comprehensive Plan:
> How is it possible “that the benefits of development are distributed evenly across society” when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total.
> This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it’s clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.
>
> Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out.
> It’s hopelessly inadequate to meet today’s needs, let alone tomorrows.
> We are fortunate having local resources for cutting edge technologies.
> We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It’s past time that we integrate land use regulations that prioritizes safety and optimally dense communities.
>
> In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don’t protect our

people.
>
> It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents,
> (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.
>
> Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.
>
> I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.
>
> Bryan and Shannon Derby
> West Glenwood residents
> Shannon since 1977
> Bryan since 1991

From:	Shelley Kaup
To:	Trent Hyatt; Ryan M. Muse
Cc:	Jennifer Ooton
Subject:	Fw: Annexation of west Glenwood property
Date:	Wednesday, July 28, 2021 8:25:28 AM
Attachments:	Outlook-awjxmabp.png

Please include in the public comment - was sent to my personal email.
Thanks,
Shelley

Shelley Kaup
Councilor At-Large
City of Glenwood Springs
970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: Shelley Kaup <skaup1203b@gmail.com>
Sent: Wednesday, July 28, 2021 8:24 AM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: Fwd: Annexation of west Glenwood property

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Begin forwarded message:

From: Marlis Laursoo <mmlaursoo@gmail.com>
Subject: Annexation of west Glenwood property
Date: July 27, 2021 at 10:54:32 PM MDT
To: "Shelley K. Kaup" <skaup1203b@gmail.com>

Dear Shelly

I am writing in regard to the proposed annexation of property in West Glenwood .. Many residents of that area are very concerned about the fire danger in that area when more people will be living there. During a recent accident that closed I-70, many people were marooned for hours because of the traffic pileup. This city in this small canyon is beautiful,

but too congested in case of a disaster for evacuation. During the 20 years I have lived here, there have been 3 major fires affecting our town. There was a very devastating fire before we moved here as well. Because of the worry people have about their safety , I think it is a very reasonable reason for denying the annexation of that property that will allow many rental and other use units to be built. Another reason for denying that annexation is that it impacts the ambiance of the residential areas in that part of the county; these homes are in a quiet peaceful area that is attractive and allows for lovely walks and hiking. Adding more housing would be noisy and attracting less permanent residents. There is land available on the south side of the river for more units if they are needed.

I appreciate your consideration of my concerns for these local residents.
Thank you,
Sincerely,
Marlis Laursoo

July 27, 2021

Glenwood Springs City Council Members
City of Glenwood Springs
101 W. 8th Street
Glenwood Springs, CO 81601

Dear Council,

Glenwood is at a crossroads. Glenwood Springs is a wonderful place to live and call home but continued dense infill development may change the charm of our community. I am writing you in opposition to the current development proposal at 480 Donegan Road. R2 Partners is asking to annex a parcel into the city with the caveat of granting a variance to the height restrictions defined within the design standards as part of the annexation approval. These two items should not be linked. Design standards were developed and implemented to maintain the characteristics and charm of the community we call home. I believe it's inappropriate to request a 50% increase in the allowable building height as part of a request to annex in a parcel of land. These items should be divested from each other.

The proposed development continues the trend of dense housing infill. The Post Independent reported that there are 587 units in the current development pipeline. The units in the pipeline coupled with the recently completed Oasis Creek Apartments, Red Mountain Lofts and others will represent about a 30% increase in the total number of housing units within our community. This is significant. The infrastructure required to support these additional residences is not present. The roadway system, utility system, school system and recreational opportunities are not keeping pace. Glenwood is a landlocked community and adding infrastructure to match the growth trajectory is not possible. Roads cannot be expanded and the amount of land available for schools and parks is ever decreasing. While having a study that states there is demand for an additional 2,000 house units is interesting, it fails to dig into the impacts of what happens if those demands are met. The proposed units are not affordable for the working community and only a small percentage of them (with the latest development revision) offer people the opportunity to own and invest in the community.

The traffic study commissioned by the developer is one sided. It shows the impacts to the West Glenwood area with current volumes but fails to calculate the potential traffic at the Glenwood Springs Mall site. The mall will be revitalized (perhaps by R2) and if the retail is filled in its current format, no PUD modifications or city approvals may be necessary. There is more than 100,000 sf of existing retail space. Though traffic is currently minimal, the already approved mall retail space has the potential to deteriorate the service factors of the surrounding intersections further. The study commissioned by R2 Partners should recognize the potential traffic that may be generated from this site and incorporate it into their study since it is already approved retail space.

Property owners have rights, but it is up to you to afford them the opportunity to develop their properties within the confines of the design standards and city requirements. Granting approval of this

annexation proposal essentially ties the city's hands on the future approval of the project (height restrictions, etc.). Please listen to the constituents you represent as you make the decision on which road to take the City of Glenwood Springs down. This city is a desirable place to call home. Glenwood's desirable qualities are driving the insatiable demand for growth. Please recognize the importance of pacing growth with the infrastructure necessary to support it as you make these tough decisions.

Thank you for your service to the community!

Sincerely,

Jeff Peterson

607 W. Harvard Dr.
Glenwood Springs, CO

Julie Kaufman
244 Red Bluff Vista
Glenwood Springs, CO 81601

July 27, 2021

Glenwood Springs City Council
101 West 8th Street
Glenwood Springs, Colorado 81601

steve.davis@cogs.us
jonathan.godes@cogs.us
tony.hershey@cogs.us
paula.stepp@cogs.us
charlie.willman@cogs.us
ingrid.wussow@cogs.us
shelley.kaup@cogs.us

Dear Mayor Godes and City Council Members,

I am writing to you to offer my support for the 480 Donegan project located in West Glenwood Springs. As we all know, the need for housing for our local work force and local families is an issue of critical concern for our community. The demand for housing in our mountain communities is strong, and 480 Donegan will keep people living and working in Glenwood Springs. I support the annexation and rezoning.

The City's Comprehensive Plan identifies a need for more housing. 480 Donegan will result in substantial and much needed new housing opportunities in West Glenwood. The developers have agreed to a thoughtful and thorough project that factors in affordability, public safety, traffic impacts and open space. It will create a sense of community for residents, and planned area safety improvements and enhancements will be far-reaching for the West Glenwood community. The developers have listened carefully and addressed specific concerns raised by the city and neighbors, and the project has been thoughtfully and responsibly designed. The annexation plan conforms to state statute. The property is served by City water and sewer by the West Glenwood Sanitation District.

480 Donegan puts an emphasis on the type of livable community that will benefit Glenwood Springs. I support the 480 Donegan application, because it will keep our workforce and their tax dollars in Glenwood Springs. I encourage your favorable consideration.

Sincerely,

Julie Kaufman

Julie Kaufman

From:	Sheryl Bower
To:	Trent Hyatt
Subject:	FW: [External] include in city council packet on annexation of 214 Donegan
Date:	Tuesday, July 27, 2021 12:56:07 PM

Hi Trent, Just forwarding this on to you.

Regards,

Sheryl L Bower, AICP
Community Development Director
108 8th Street , Suite 401
Glenwood Springs, CO 81601
970-945-1377 (1605)

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Tuesday, July 27, 2021 12:10 PM
To: BOCC <BOCC@garfield-county.com>; Sheryl Bower <sbower@garfield-county.com>
Subject: [External] include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations.Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed too occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed develpment will require ??? We just experieinced I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660 Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

From: lindyenwold@aol.com
To: Trent Hyatt
Subject: Fwd: include in city council packet on annexation of 214 Donegan
Date: Tuesday, July 27, 2021 12:17:55 PM

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-----Original Message-----
From: lindyenwold@aol.com
To: bocc@garfield-county.com <bocc@garfield-county.com>; sbower@garfield-county.com <sbower@garfield-county.com>
Sent: Tue, Jul 27, 2021 1:09 pm
Subject: include in city council packet on annexation of 214 Donegan

To whom it concerns: I am in Texas and unable to get to meetings in person. I recently experienced visiting Aspen by car from Glenwood. The traffic was horrendous going into, out of, and with trying to find parking close to stores and restaurants. We gambled that they were not checking the 2 hour very inadequate limit! The town of Glenwood and West Glenwood already have traffic issues. The Donegan project will compound that. I have previously written about concerns about that, especially concerning emergency evacuations.Years ago, I was caught in one of the fire traffic jams and had to drive over the highway grass areas and shoulders to escape West Glenwood, with children. Orange smoke was showing in my back window...only to get into another traffic jam on 1-70 East into town. Going West on 1-70 was closed. The frontage road into town was also jammed. What will happen with that many more residents that are proposed too occupy the units? We bought the Mountain Shadows property because it was a family friendly area, with mountain views, horses in pastures, country roads, other home and quiet streets. We didn't buy in town, didn't want the 'city traffic' atmosphere. My children and now their grandchildren enjoy riding bikes and such from our home around the neighborhood, down to Gregory Park. That will not be possible with the development, as drivers on Donegan and lower Mel Rey have increased useage with additional houses already here, coming from Storm King area...this is very predictable! We still have children's chalk drawings on Mt. Shadows Drive, families walk to local restaurants, they walk to enjoy the peace and quiet, in the safety of our area! We recently experienced power outages after a mild storm. Is the city planning on taking care of the electrical impact, sewer, improved roads, traffic load, improved evacuation plans that the proposed develpment will require ??? We just experieinced I 70 problems, the canyon shut downs Those problems aren't being handled well with the popluation we already have! They shut access to us from Dotsero to Rifle! Why? To stop bottlenecking.....we already have bottlenecking with workers/travelers/homeowners in the morning and afternoon shifts! Enough! It's only going to get much worse! I have made some points that I hope will be considered, but there are many more. I regret that I willl be out of town and not able to show up in person. Respectfully, Belinda (Lindy) Enewold, 266 Mt. Shadows Drive, Glenwood Springs, CO, 956-346-2660 Please include these concerns and/or this letter in the City Council Packet on the Annexation of 214 Donegan.

July 26, 2021

Dear Glenwood Springs City Council Members,

RE: Diemoz Property Annexation / R-2 Partners Development

We are writing this letter to implore you to take a breath, and not annex this property into Glenwood Springs at this time.

This development just does not belong in this neighborhood on so many levels. Your Planning and Zoning committee completely agreed, and DID NOT recommend this annexation. I hope you all have looked and driven around the area for perspective that is not on paper, and if so you will have reached the obvious conclusion-this development just DOES NOT FIT this neighborhood.

We have lived in Glenwood Springs since the 1970's, and West Glenwood since 1993. Having lived through all of our local wildfires from Storm King to Coal Seam to the "little" 111 Fire and then Grizzly Creek, our lack of evacuation routes is becoming noticeably worse with each passing year.

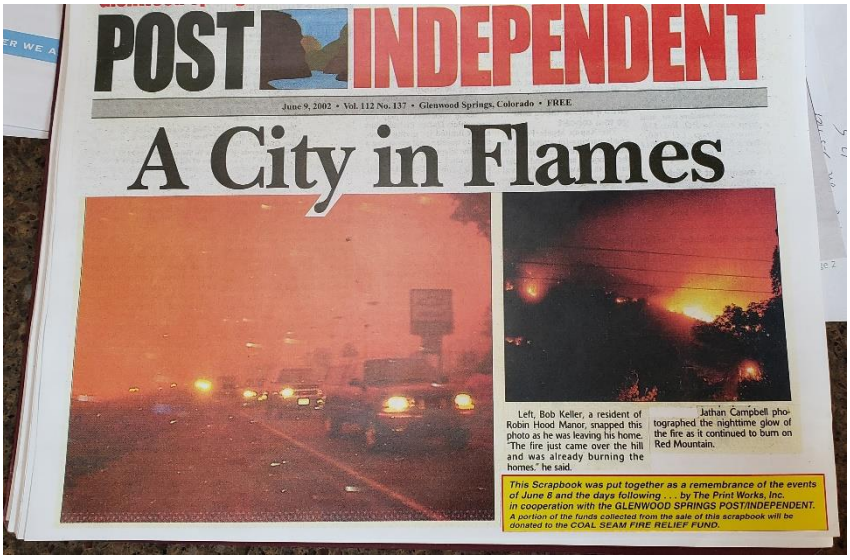
The most personal reason for us opposing this development is safety due to wildfire threat with no updated infrastructure (roads) and planning since 2007. The "little" 111 fire last year by I-70 and Canyon Creek bottled traffic for hours, and had the fire blown our way we would have had to walk to where we could hitch a ride. This isn't a "what if" situation but a "when will it happen again" situation.

The housing issue is of major concern, and the Red Mtn. Lofts and Six Canyon developments have helped reduce those numbers, but they have also contributed to the crazy congestion that we face daily. The actual numbers of people living in these units is grossly underestimated, people must share to afford these rents, and with people come cars.

We know there is no magic bullet to solve many of our issues, but we must remember that we do live in an area that has to be protected more than ever due to the changing climate/drought issues. We <u>are not</u> ready for a wildfire in Glenwood, and if watching the small towns in California burn isn't enough….remember our own fires! Please, TAKE A BREATH! (although not a deep one - the smoke will get you!)

Sincerely,

Susie and Mark Straus



POST INDEPENDENT

June 9, 2002 • Vol. 112 No. 137 • Glenwood Springs, Colorado • FREE

A City in Flames

Left, Bob Keller, a resident of Robin Hood Manor, snapped this photo as he was leaving his home. "The fire just came over the hill and was already burning the homes," he said.

Jathan Campbell photographed the nighttime glow of the fire as it continued to burn on Red Mountain.

This Scrapbook was put together as a remembrance of the events of June 8 and the days following ... by The Print Works, Inc. in cooperation with the GLENWOOD SPRINGS POST/INDEPENDENT. A portion of the funds collected from the sale of this scrapbook will be donated to the COAL SEAM FIRE RELIEF FUND.

A reminder of what can happen, please see the next page.

Fire Storm

When the Coal Seam Fire blew up on Saturday, June 8, and swept into Glenwood Springs, most everyone in the area hustled to escape. But a few people took time to capture the frightening images of the fire storm on their cameras.

Why not run like everyone else? They felt the need to document an important event in the history of Glenwood Springs. Their images are valuable proof of the power of a wind-driven wildfire.

Top, Brad Janssen shot the rolling firestorm from the pedestrian bridge across the Colorado River near Two Rivers Park.

Right, From the Seventh Street Bridge, Janssen captured a dramatic plume of smoke as the fire burned dry vegetation on Red Mountain.

Top, Andrew Tobias, 13, of New Castle, was standing near the Glenwood Springs Center for the Arts when he saw the flames coming into West Glenwood. "I wanted to remember this thing that happened," he said.

Middle, Janssen captured a fire devil as it twisted across the Glenwood Meadows property.

• Sunday, June 16, 2002

Glenwood Springs Post Independent

Coal Seam Fire takes up where Storm King left off

By Dennis Webb
Staff Writer

Whipped by high winds, a fire blew up in South Canyon Saturday afternoon, sweeping into Glenwood Springs, where it destroyed numerous structures and forced the evacuation of much of the town.

Several homes on the extreme edge of West Glenwood were reportedly consumed by the Coal Seam Fire, reportedly started when a long-burning underground coal fire broke through the surface and ignited oak brush.

His family's properties are in the area of the Ann's Acres campground, owned by his parents, Paul and Jacky Armichaux. The campground's status was unclear but it also was believe to be at least partly burned.

Storm King Trailer Park also reportedly suffered damage. Also, homes in the Mitchell Creek area to the north were said to have been burned.

"It is impossible to know how many homes are lost at this time," said Ron VanMeter of the Garfield County Sheriff's Department.

At least two newly built structures in the

But the newly opened community center, on the other end of Wulfsohn Ranch, appeared to have survived a close scrape with flames by nightfall.

The fire reportedly also had reached the golf course in West Glenwood.

Upper Colorado River Interagency Fire Management reported five homes and one commercial property destroyed. Five hundred homes and 100 commercial properties were threatened.

There were reports of the Glenwood Springs Mall and car dealerships in West Glenwood potentially having suffered fire damage, but

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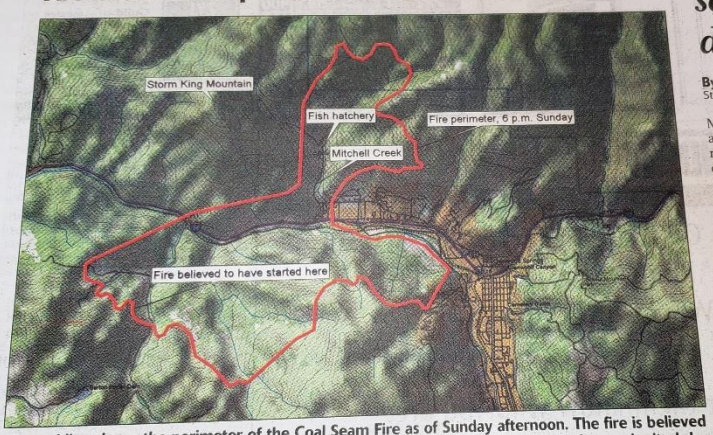
Glenwood Springs POST INDEPENDENT FRIDAY/SATURDAY

June 14 - 15, 2002 • Vol. 112 No. 142 • Glenwood Springs, Colorado • FREE

Flames from the Coal Seam Fire burn within less than 10 feet from the home of John and Nancy Brooks of Creekside Court in West Glenwood Saturday evening. Former Glenwood Springs Fire Chief Jim Mason managed to snap this image while keeping the fire from damaging this and other homes in the neighborhood. More photos by Glenwood Springs Post Independent readers will appear

High winds bend trees and push the Coal Seam Fire into West Glenwood early Saturday evening. Former Glenwood Springs Fire Chief Jim Mason snapped this photo from the deck of his home in Creekside Court. Just moments later, Mason helped keep flames from engulfing homes in the neighborhood, and may have kept the fire from spreading into other West Glenwood neighborhoods. More photos by Glenwood Springs Post Independent readers will appear in this Sunday's edition of Panorama.

Fire makes runs up Mitchell Creek



The red line shows the perimeter of the Coal Seam Fire as of Sunday afternoon. The fire is believed to have started Saturday morning when sparks from a burning underground coal seam ignited dry brush on the surrounding hillside. The starting point is visible from the South Canyon Landfill. The fire burned eastward across Red Mountain, and jumped Interstate 70 to make a series of runs up Mitchell Creek. The fire remains out of control. Its volatile and unpredictable behavior, and its potential to destroy more homes in Glenwood Springs, have made it a top priority for federal firefighters. Post Independent map by Greg Treece.

like tornado, selectively destroying

By Greg Massé
Staff Writer

Flames still lingered at 0263 Mitchell Creek Road Sunday afternoon, licking at the charred remains of the place someone called home just 24 hours earlier. An aluminum boat in the driveway was almost completely disintegrated from the intense heat, and a Chevy Blazer sat in the driveway, also decimated from the flames.

The fire acted in many ways like a tornado, destroying some homes, but leaving another just next door or across the street completely unscathed. The tires on the trailer of the melted boat were completely intact and the license plate on the destroyed truck looked brand new.

On Sunday morning, West Glenwood was for the most part well intact.

Glenwood Springs — scared and proud

Sunday, June 16, 2002 • Glenwood Springs Post Independent

Panorama

Brad Janssen shot the rolling firestorm from the pedestrian bridge across the Colorado River near Two Rivers Park.

Dear Readers,

Mankind, what a week it's been.

When wind and fire swept into our valley last weekend, it was terrifying and heartbreaking.

From the looks of things, police chief Terry Wilson told me later, he was going to lose an entire shift of officers and half his town to the roaring fire storm.

smoke tying up both sides of the river. My guys were running around to evacuate people, and flames were jumping around the squad cars. That was as scared as I've ever been for them, and as proud as I've ever been of them," Wilson told me.

"They were hanging it out there. This was exceptional and very, very frightening," he added.

firefighters were holding a line in West Glenwood and on Red Mountain to prevent the fire from coming farther into the city. Their efforts really paid off.

Fire chief Mike Piper said the firefighters were so well trained that "their instincts just kicked in." They dealt with difficulties and moved forward, dousing flames and stopping the hungry wildfire.

It turned out the Coal Seam Fire was bad — at least 14 families have lost their homes and our scenic Red Mountain is charred — but not as bad as Wilson and many others feared.

The West Glenwood commercial district, 99 percent of West Glenwood homes, the new MOC and RFTA bus barn, the Community Center and Yampah Mountain High School were spared the

And best of all, there have been no deaths or serious injuries. If you look at what burned, and how fast it burned, I think you'll agree that the safe evacuation of thousands of people — including many very close to the flames — is a miracle.

Life as we once knew it will return.

Glenwood Springs POST INDEPENDENT THURSDAY

June 13, 2002 • Vol. 112 No. 141 • Glenwood Springs, Colorado • FREE

Firefighters drew a line in West Glenwood and held it

By Donna Daniels
Staff Writer

In wildfires and wars, firefighters and soldiers don't always get to choose the place of their battles.

But at approximately 5:30 p.m. on Saturday, June 8, when the Coal Seam Fire jumped the Colorado River and Interstate 70 and was threatening West Glenwood, Battalion Chief Bill Harding chose his ground.

With winds whipping to 60 miles per hour and a dense choking cloud of smoke obscuring the flames, Harding drew a line in the dirt and committed his men to hold the fire at bay.

They did just that, without loss of life, without injury, in the face of horrific odds.

By their actions, they saved West Glenwood Springs.

"My aim was to start a line of defense and probe forward," Harding said.

That line was drawn through a square formed by Mel Ray, Donegan, and Mitchell Creek roads and Highway 6 & 24, roughly a square mile of West Glenwood Springs real estate that was in imminent danger of destruction.

The fire was roaring over the toe of Storm King Mountain, much as it had in 1994 when the mountain burned and 14 firefighters perished.

In 1994 the fire stopped short of town.

Last Saturday, Glenwood Springs wasn't so lucky.

"I didn't know what resources we had. I wondered if (the line) would be far enough back to head it off," Harding said.

At the vanguard of the battle for West Glenwood were two engines, Engine 51 from the Glenwood Springs Fire Department and Engine 4 from the Carbondale & Rural Fire District.

The first order of business was to attack the fire that was consuming homes in the Storm King and Robin Hood trailer parks on Highway 6 & 24, just east of Mitchell Creek Road.

Line
continued on page 8

Kelley Cox photo.

THANK YOU

Firefighters, law enforcement, National Guard, Emergency Medical Personnel, Volunteers, Friends and Neighbors for

To Whom It May Concern:

Regarding the Proposed 400 Person Residential Development on the Property to the North of the Glenwood Springs Mall

We are writing at the behest of a local Glenwood Springs Resident because of an experience which overwhelmed us on November 8th, 2018. On that date a rapidly moving wildfire consumed much of the town of Paradise and the neighboring communities of Magalia, Concow and Butte Creek Canyon, displacing nearly 50,000 residents, destroying over 18,000 structures and killing 86 people in less than 8 hours.

Although the residents of Paradise had been preparing for a major wildfire event for years the rapidity and force of that event overwhelmed the community. In the aftermath of the wildfire the community has come together and identified aspects of community planning that needed to be addressed.

Among those aspects were issues of access from the community. A single four-lane divided highway led from this mountain community to the valley below. One other highway which was four-lanes within the town narrowed to two winding lanes just out of town as it headed to the valley below. A third two-lane road within the community wound down the mountain through another break in the hills to the valley below. And, a fourth two-lane road headed up the mountain to the north over a ridge out of town. Within town many cross-streets were narrow with dead-end single-lane branches along both sides of the street.

Early-warning reverse 911 phone calls began being sent at 8 am in the morning just as the town was awakening. Although those that had received the calls began reacting by 8:30 am the streets were beginning to fill. We were one of the fortunate ones because we had signed-up for the reverse 911 calls. Many residents had not signed-up and had to rely upon friends and relatives to warn them of the danger. Public media was of no help since the fire encroached and expanded with such rapidity that media was unaware of the developing disaster. Many residents were trapped within the fire and struggled to escape.

The Paradise community has come together since the disaster and is working to solve the transportation problems which kept the community hostage.

Following the fire we relocated to Colorado and temporarily lived with our daughter and her family in Carbondale for two-and-a-months before finding a permanent home in Grand Junction. Along with living with her and her family and, now, making frequent visits to them, we are familiar with Glenwood Springs and the surrounding area.

The message that we want to bring to your community is that it is imperative to include adequate transportation planning, not only within a planned community, but, also in the surrounding community to ensure that residents have adequate avenues of escape in the event of an unplanned disaster. This is not only a developer issue. This is a community issue.

Lynn & Mary Shoger

From: Debra Figueroa
To: Ryan M. Muse; Trent Hyatt; Jennifer Ooton; Karl Hanlon
Subject: Fwd: Annexation of 214 Center Drive
Date: Monday, July 26, 2021 6:02:13 AM

Begin forwarded message:

From: Carrie Bowen <carrie.bowen@gmail.com>
Date: July 24, 2021 at 10:16:43 PM MDT
To: Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Steve Davis <steve.davis@cogs.us>
Subject: Annexation of 214 Center Drive

To Glenwood Springs City council,

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development and its impact on the small community of Glenwood Springs, for the reasons below.

I know that most letters will include this and it is the biggest safety issue, fire safety and evacuation is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.

Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently far too small for the area that it supports and is obsolete. That is a scary thing to hear not only from a fire standpoint but for all medical emergencies as well.

The impact on local traffic and roads will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point is anywhere near accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5:30 in the morning for residents of Glenwood Springs to cut water use inside and out because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect the citizens of West Glenwood Springs to believe the added residents wouldn't effect our water supply that already is strained and having issues?

Another issue is, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size. As per the developer in the Planning and Zoning meeting any open space areas would be available ONLY to the residence of the complex. This does not meet the necessary regulations for open spaces.

As for the specifics of the actual development proposal. It's WAY too big! It's that simple, the buildings are way too tall; from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town. The developer in the P&Z meeting regularly referred to the development as an "urban" development. We are not an urban community, we are a rural community surrounded by other rural communities. We want to keep this feel for our area. Our families and children live here and we want it to remain a sweet community. There were many from this area that are not wanting this size of a complex going in in our back yard. We love our people, neighbors and community.

I believe that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.

Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.

Carrie Bowen
35 Gamba Dr, Glenwood Springs

Sent from my iPad

July 29, 2021 *

Glenwood Partnership, LLLP
Glenwood Business Center
214 Center Drive
Glenwood Springs, Co 81601

To: City Council
Re.: Proposed West Glenwood Annexation

Hi:
I'm a member of the family that owns the land behind the West Glenwood mall. We've owned this land for over 60 years, it's zoned commercial. Over those years we've been asked many times to sell some of the land. A giant retailor wanted all of our land; their plans were to tear down our two existing office buildings to provide the land area they needed. We said no.

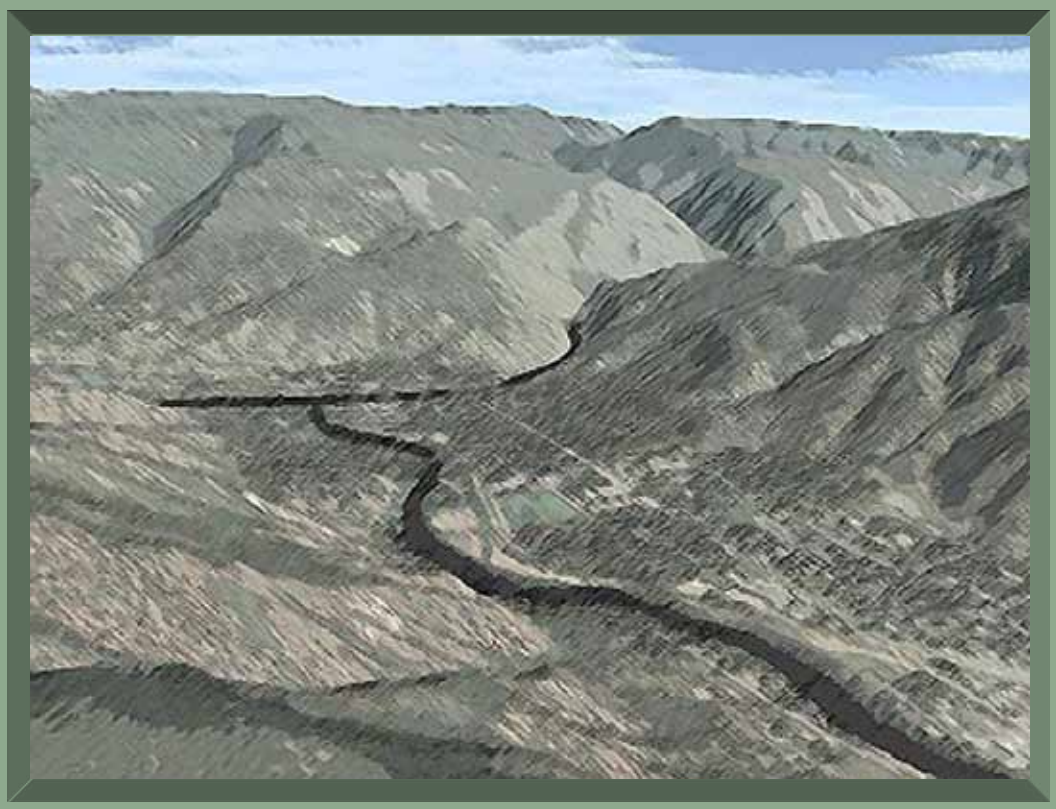
Others wanted to build apartments, condominiums, and one company wanted the land for a major auto dealership. Again, we said no.

We did say yes to Marv and Barry Rosenberg, and R2 Partners nearly two years ago. Why? Because we believed they had the proven track record and expertise to develop our property in a responsible manner. Over the past two years we have found the Rosenberg's and their people to be very straight forward and honest. We believe that R2 has made significant concessions and their plan would be a great contribution to Glenwood. We believe this project would be beneficial to the City by providing much needed housing.

If you read pages 41 and 46 of the City's Comprehensive Plan, as well as the City's Development Code, you'll know they are faithfully following the City's vision.

Floyd Diemoz floyd@diemoz.net
1410 Oak Way Ave. (970) 379-4181 C 945-6712 Of 945-7460 Fx
Glenwood Springs, Co 81601

Glenwood Springs



Comprehensive Plan

Adopted March 2011

Acknowledgements

City Council

Bruce Christensen, Mayor
Dave Sturges, Mayor Pro-Tem
Russ Arensman
Stephen Bershenyi
Shelley Kaup
Leo McKinney
Matthew Steckler

Planning and Zoning Commission

Patrick Barker
Bruce Barth
Michael Blair
Tim Bottger
Marco Dehm
John Duven
Mary Elizabeth Geiger
Judy Gillespie
Colleen Long
Barney Mulligan
Kathryn Trauger

Steering Committee

The Comprehensive Plan Steering Committee was made up of the City Planning Commission along with representatives of many of the City's Boards and Commissions, and two City Council members.

David Alcott, Transportation Commission
Patrick Barker, Planning and Zoning Commission
Bruce Barth, Planning and Zoning Commission
Michael Blair, Planning and Zoning Commission
Tim Bottger, Planning and Zoning Commission
Allan Cunningham, Housing Commission
Marco Dehm, Planning and Zoning Commission
Marice Doll, Historic Preservation Commission
John Duven, Planning and Zoning Commission
Mary Elizabeth Geiger, Planning and Zoning Commission
Judy Gillespie, Planning and Zoning Commission
Jeremy Heiman, River Commission
Colleen Long, Planning and Zoning Commission
Leo McKinney, City Council
Barney Mulligan, Planning and Zoning Commission
Barbara Sexauer Corcoran, Parks and Recreation Commission
Dave Sturges, City Council
Kathryn Trauger, Planning and Zoning Commission

Staff

Andrew McGregor, Community Development Director
Gretchen Ricehill, Senior Planner
Jill Peterson, Planner
A'Lissa Gerum, Planner

Planning Consultant Team

Winston Associates RPI Consulting Charlier Associates
Leslie Bethel Ignacio Correa-Ortiz RRC Associates

uses.. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

Glenwood Mall

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

Glenwood Meadows

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

Hwy 6 Corridor

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

Residential Areas

Existing neighborhoods in Glenwood Springs are mostly walkable and "talkable" and give much of the "small town" character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.

existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

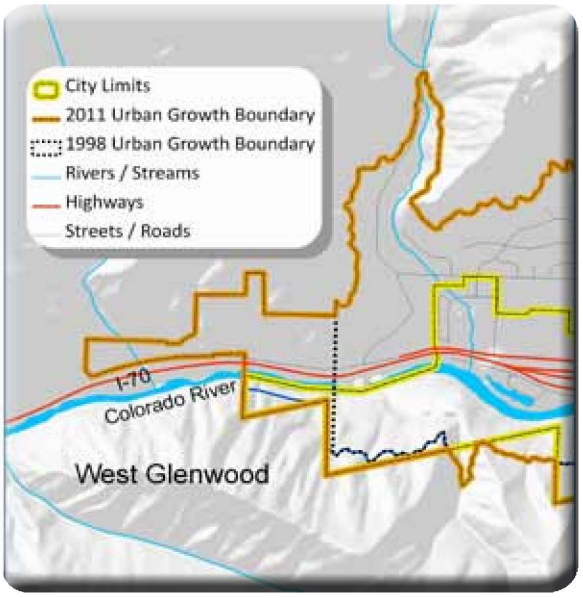


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

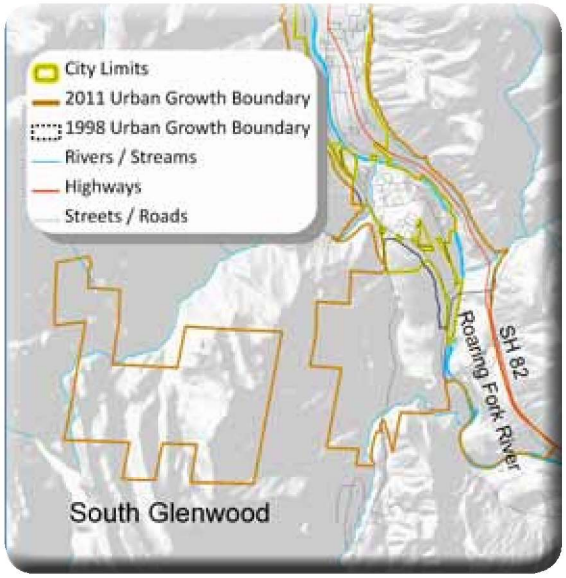


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Avtar K Perreault	812 Bennett Ave	Avtar K Perreault
Megan D'Haem	927 Colorado Ave	Megan D'Haem
S. Glassen	908 Bennett	Sherry Glassen
Sheri Scruby	530 Hyland Park Dr	Sheri Scruby
Stephanie Nick	160 orchard Lane	[illegible]
Austin Hamilton	3955 Sky Ranch Drive	[illegible]
Molly Hamilton	3955 Sky Ranch Dr	Molly Hamilton
Bonnie Fergin	105 [illegible] Rd	[illegible]
VIJITA EVANS	949 County Rd. 129 GWS, CO 81601	[illegible]
James Bakehouse	409 10th St	[illegible]
Summer Star Haeske	1027 Cooper Ave. GWS	[illegible]
Marguerite Flett	51773 Hwy 6	Marguerite Flett
Bobbie Meriwether	152 Orchard Lane	Bobbie Meriwether

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
ADRIAAN VANTHOFF	270 Rockledge Dr GWS	
Mercedes M Wilson	142 Castle Ridge Dr.	Mercedes M Wilson
Rosella Leety	218 Oak Ln.	Rosella Leety
M. Susan Cassel	342 PARK DR, GWS 81601	
Laurel Williams	2906 Sopris Ave	Laurel Williams
JOAN TROTH	3207 COOPER CT	Joan Troth
Sally Mehalek	1106 Colorado Av GWS	S Mehalek
Kent EDQUIST	215 5TH GWS	
Jeremy Joseph	PO Box 283	
Emilie Zepernick, DC	101 Chapparral Cirl GWS, Co 81601	Emilie Zepernick
Leah M Fritz	P.O. Box 2274 GW	Leah M Fritz
Marie Hardy	455885 Hwy 6 & 24	
Kelsey Roper	449 Palmetto Dr	
Vicki Ambrose	1110 Red Mtn Dr	Vicki Ambrose

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build ~~360~~ 374 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Elizabeth Delaney	203 Haystack Rd. G.S. Co	Elizabeth Delaney
Patricia Peterson	Basalt, CO	Pmpeterson
Roberta Boyer	Basalt CO	Roberta Boyer
Susan Rice	125 Vista Drive	Susan Rice
Jean Leety	103 Prince Drive Carbondale Co	Jean Leety
eringillming	343 Park Dr GWS	[illegible]
ANN KELLER	241 CRYSTAL CIRCLE CARBONDALE	Ann Keller
David Shepard	331 Mel Ray Rd	David Shepard
WALT KROM	120 ROCK LEDGE DR	Waltkrom

PETICION: MANTENER SEGURO A GLENWOOD – PAREN EL SOBREDESARROLLO

Los residentes abajo firmantes urgen a el concilio de la ciudad de Glenwood Springs que paren el sobre desarrollo y que aboguen por prácticas de crecimiento inteligentes. El incremento de grandes desarrollos multe-familiares están destruyendo a Glenwood Springs y pone en riesgo la seguridad de todos sus residentes. En los últimos tres años 800 unidades multe-familiares han sido construidas o aprobadas y de estas solo 29 son para alquilar.

Les pedimos que rechacen la petición de anexar y la aparición posterior de R2 Partnership of Cincinnati para construir 360 unidades en el lote detrás del West Glenwood Mall, que mide 12.285 acres de terreno. Si esto se aprueba traerá un crecimiento de 1100 inquilinos (un incremento del 10% de población sobre un pequeño terreno) y sus vehículos. Les urgimos que consideren que West Glenwood es incapaz de manejar un desarrollo de esta densidad con los preocupantes de causa mayores como la evacuación segura cuando suceda el próximo incendio, inundación, o deslave así como también una infraestructura inadecuada con la densidad cinco veces mas que la comunidad adjunta, el congestionamiento de tráfico, contaminación y los alquileres excesivamente caros.

Nombre Completo	Dirección	Firma
Tayde Molina D	830 C. Donegan Rd.	Tayde Molina

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

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We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Ronnie Smith	3689 Valley View Dr GWS	
Pam Smith	" "	
Kiffany Brown	3116B Grand Ave GWS	
Jen Harbottle	100 Midland Suite 20	
Cathy Lee	0077 Mtn. Shadows (GWS)	
Shirley Brown	3116 B Grand Ave Glenwood Spgs	
Debra Wolf	270 Donegan Rd Glenwood Sps	
Mary Wentzel	3101 Sopris Ave	Mary Wentzel
Lorraine Morrison	~~37 Badger Rd~~ GWS	
Dave Spence	37 Badger Rd.	
Tesia Zuba	59 Ponderosa Dr GWS	Tesia Zuba
Julia Williams	925 Bennett Ave GWS CO	Julia Williams
Michael Delucia	3251 E Rd	

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Annie McIntosh	487 Morrison Carbondale	Annie McIntosh
April Moon	917 Colorado Ave 6405	April Moon

Dear City Manager and City Clerk:

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is **unconscionable**.

Safety:

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons are a total of 381 units. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use

regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from
their most dire impacts. How much we plan for the future; we are nothing if we don't protect our people.
It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.
Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.
I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely yours,
Valorie L. Guanella Erion
Silt, CO 81652
mverion@sopris.net

P.S. I've used the form letter provided by the organized group opposing this development, but I wanted to add some of my own personal thoughts.
Instead of a massive housing development:
How about a cemetery? Another cemetery is needed in Glenwood Springs. You can make lots of money off of it! That's the goal these days it seems! I buried by mother in Littleton, Colorado 5 years ago, the amount I paid for her plot was astronomical, I'll share it with you if you want to contact me (mverion@sopris.net). I realize your fees would likely be less, but even so, this would be a BIG money maker for the city, while actually providing something the current citizens need, while preserving views, peace and quiet, and still providing refuge for wildlife.
How about a park? West Glenwood is sorely lacking in parks.
How about leaving it exactly as it is? A nice little horse pasture where wildlife in the area take refuge. A place where little kids can go on a walk with their parents to see horses grazing. What is wrong with maintaining a rural feel in West Glenwood? It's not broke, please don't fix it!

How about a conservation easement? Have you considered contacting Aspen Valley Land Trust to see if they can help with preserving this little piece of paradise for all residents of West Glenwood/Glenwood and Garfield County for perpetuity? The reason most people live here is to escape the big city. Why turn Glenwood Springs into a big city with all the accompanying problems? Everyone is talking about mental health these days. I sincerely believe that cramming everyone together in a tiny area just because you can is seriously detrimental to mental health. People need a little space, people need a little peace and quiet; both have been greatly diminished in Glenwood Springs and Garfield County these past few years. We need to say enough! Please say NO to this development and look for a more suitable and sustainable use for this very special parcel of land.

I am not a resident of Glenwood Springs but I am a resident of Garfield County and have been for nearly 30 years. I have worked for many years in Glenwood, my husband has worked for many years in Glenwood and still does. I shop in Glenwood at least a couple of days per week, our veterinarian is in Glenwood; however I do find myself finding excuses not to go to Glenwood more and more lately because it's such a stressful ordeal these days dealing with traffic, road closures, and inconsiderate, aggressive drivers. If this development is approved I will probably stop shopping in Glenwood and I know that doesn't really matter in the bigger picture but how many are like me? My husband is one who still can be trapped in traffic if a wildfire rages through the west end of town as it has many times before, so I do feel my opinion counts and appreciate your consideration of my point of view.

We live on Donegan Road, so our concerns about this proposed development are many--and by now you're familiar with them. So I'll be specific about a few things:
Our townhomes (Apple Glen) allow 1-2 cars per unit. Extra vehicles must park elsewhere, and there are many extra vehicles already. So people park on nearby streets in front of other homes. Imagine hundreds more such extra vehicles?
Seriously--water. These are times of drought. Please consider how the situation is likely to get progressively worse and we're already implementing cut-backs.
West Glenwood is not an "Urban" environment. It's small town-rural. There's no walkability here other than to Culver's, Tractor Supply and the car dealerships (people could walk across the street to buy a car, so they could drive across the bridge to the City Market!) Each of those new units will need at least 2 cars and there will be multiple trips a day. This is an Urban proposal. It's different at the Meadows—where there are shops and restaurants, but dropping a city-block development into our residential neighborhood will be an shock radiating to the entire town of Glenwood.
Rentals are needed but there are other rental developments happening in the vicinity. Meanwhile, markets have changed and it's nearly impossible for families to find homes to buy. Maybe we need to rethink and shift focus to include more units for purchasing? From a neighborhood perspective it's better for folks to have some pride of ownership—things stay safer and well taken care of. Hundreds of rental units will mean hundreds and hundreds of people not invested in our neighborhood long-term. And as property values continue to rise, these owner/developers of dense rental complexes will maintain ownership and control—they will benefit financially, not current and future citizens. We also need more units that citizens can own, so they can improve their lives.
Thank you for your service! Thank you for carefully considering all options carefully.
Please listen to your actual constituents who already live here. We should matter more than the folks who <u>might</u> inhabit the future units we're all <u>imagining</u> right now.
Please consider waiting for a greater-Glenwood Citizen's consensus about the nature (and density) of future developments.
Please wait.
Thank you,
Trary LaMee, West Glenwood Springs

I am writing this letter about the proposed annexation of 214 Center Drive. I am not against developing this site. I am against this specific development on this site, and I will list the reasons why below.
I know that most letters will include this but fire safety is the main concern for most of the population of West Glenwood Springs, as it should be with the severe drought of the last couple of years and the limited amount of ways to evacuate and adding more people and cars to this will only make that problem worse. Their needs to be a comprehensive fire study done. It needs to be completed and implemented before anything gets built on this site.
Their needs to be a new West Glenwood Springs fire station built before anything gets built on this site. As Fire Chief Tillotson stated in the Planning and Zoning meeting the West Glenwood Springs fire station is currently obsolete. That is a scary thing to hear not only from a fire standpoint but for a medical emergency as well.
The impact on traffic will be massive and the small city streets that we use to access West Glenwood Springs will not be able to handle the increased traffic. The infrastructure will have to be majorly improved to be able to support something like this. I still do not believe that any of the traffic studies R2 has done to this point are accurate.

Also, at this point in time I do not believe the City of Glenwood Springs can provide enough water for this development. We had an emergency notification go out at 5 in the morning for residents of Glenwood Springs to cut water use because levels had fallen dangerously low. This is on top of all the restrictions we have been under this spring and summer. You expect me to believe the added residents wouldn't effect are water supply that already is having issues.
Also, the current residents of West Glenwood Springs only have Gregory Park which is one of the smallest city parks in town and we are going to add all these new units without providing current and new residents with any more open space or parklands. This little park won't be able to handle the increased demand from something of this size.
So to the specifics of the actual development proposal. It's too big! It's that simple, the buildings are way too tall from the apartment complexes to the townhomes. Their are way to many units. They don't have enough parking inside the development so the streets around it will become a parking lot along with the mall for all the vehicles from this proposed development. It does not fit Glenwood Springs small town feel. It feels more like Denver or any other major city on the front range, not our small mountain town.
I feel that if the City of Glenwood Springs keeps approving developments like the one proposed for 214 Center Drive and all the other ones around town, this city will be nothing but apartment complexes and hotels, and the people that work and own houses in Glenwood Springs would rather move then stay in a city like that. So I hope that you members of the city council take the advise of the people that live here, and the planning and zoning commissioners and vote this down in its current format. Their has to be something better that will benefit the city, the residents of Glenwood Springs, and the people who visit here. Not just some developer from back east.
Thank you for reading my concerns and opinions about the proposed annexation and development of 214 Center Drive.
Sincerely
Jeremy Gerbaz
West Glenwood Springs Homeowner.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow such a large number of units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.
Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.
West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community,

neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:

COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:

How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 279 multi-family apartments, 40 townhomes for sale and 13 live-work units in one location! If sustainability is the key foundation to the plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Annie Uyehara

Hi Shelly.
I just tried to send an email to you and it was lost in sending
So I'm going to keep this short.
I know you are "up" on the issues that led P and Z to reject this proposal. We agree with all of them.
This is too big for our community. We don't want Glenwood to just be a bedroom community for up valley workers.
Lets develop a new comprehensive plan and maintain Glenwood as a nice mountain community tor raise a family.
Thank You
Jim and Anne Conway

I sincerely hope that City Council will pay attention to the Planning and Zoning Commission's advice to decline the development. They are, after all, City Council's advisory board and their decision should be taken very seriously.
So far I don't see that the following concerns have been addressed:
- emergency evacuation and emergency response impacts
- water supply shortage impacts
- quality-of-life impacts
- the impact 600-900 tenants will have on traffic congestion
- how dense this development is and how totally inappropriate for the existing neighborhood (nine times the number of units compared to the adjacent properties to the north of the pasture)
Until such time that these concerns have been addressed and solved there should be no more building/new development in Glenwood Springs - period.
Thank you.
Erin Wiencek
123 Creekside Court

Dear City Council and Manager,
I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership.
On this day, 27 years after the Storm King 14 lost their lives protecting Glenwood Springs, I find value in knowing that much was learned from that dreadful day. But how is it that locally after all this time and other threats of wildfire that we still have no well-known evacuation protocol in place within our tight mountain corridors? Road signs providing evacuation information in West Glenwood lie in the dirt for only those on foot to see. Under the shadow of Storm King Mountain at that. While I know the sign is a county issue, it is disheartening to see nonetheless.
Fire Chief Tillotson states the West Glenwood Fire Station is obsolete. That’s a frightening statement when we reside in a “very high risk” area according to the Wildland Urban Interface Community Wildfire Protection Plan. Strategies such as the socio-ecological mitigation approach used by the Montecito Fire Protection District would help us better understand the special needs

of our community. Such action would provide citizens with hope that an organized effort will ensue in the event of the next natural disaster.

These efforts take much organization and time. Page 42 of the Comprehensive Plan (CP) states "in areas where multiple routes exist, consider separating access routes for responders and escape routes for citizens in pre-attack plans." West Glenwood residents understand just how important this is after the experience of the 111 Fire last summer. These routes must be known before adding more people to an already vulnerable area. So, what are we waiting for?

Another question is how is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyon is 381 units in total. A proposal of 360 units in one location is far from an even distribution. And what about water? Governor Polis "has formally declared a drought emergency for western Colorado by Proclamation…as counties continue to face evolving impacts and water shortages from a multi-year, severe drought episode."

According to a document given to a member of the West Glenwood Pasture neighborhood group, an engineer with Sopris Engineering states, "If I use the fraction of sewer EQRs as outlined in Glenwood Springs code, the total average GPD (gallons per day) for the site is somewhere around 80,000-85,000 GPD." While this was created for the initial proposal of 418 units, we can still gather the enormity of the amount of water this development would consume. Page 84 of the CP mentions a comprehensive energy and environmental audit of the entire municipal water system. Was this ever done? A thorough assessment of how the annexation will impact water supply now and into the future should be completed before any decision is made.

Mr. Rosenberg of R2 Partnership is a smooth talker speaking of things like a "sense of community" and a "love affair" with this valley, but dedicating sidewalks in lieu of actual parkland for our community to gather and bond, for children to fly kites, for dogs to run, is not building a sense of community. In fact, the social equity piece is another problem with this development. Allowing a development with a pool and park that cannot be used by neighborhood children is wrong. A pocket park will never make up for the division that would create. Take one look at Map 2.1 in the CP and you can see the lack of Parks Open Space in West Glenwood. Our children deserve better.

I'd love to see West Glenwood revitalized, as I know many others would. But the mall should be part of this project so amenities and places to work are more in relation to the development, designing a truly walkable and livable space. And in my opinion, if a development such as this were to go through, an acre should be set aside for a new fire station. That's the kind of move that builds a sense of community.

But that sense is in your hands now, city council members. P & Z commissioners have done their job by respectfully realizing the myriad of issues this proposal comes with. I plea with you to do the same. There may be a day where a development like this is a great fit for West Glenwood, but that time is not now. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Sincerely,

Lacy King

Glenwood Springs City Manager and City Clerk
101 8th St
Glenwood Springs, CO 81601

Regarding the annexation and rezoning of the parcel known as the West Glenwood Pasture located behind the Mall and the proposed PUD

Please include this letter in the city council packet for July 29, 2021

July 15, 2021

I'm writing to request that Council affirm the judgment of the Planning and Zoning Board in its denial of both these proposals, chiefly on safety grounds.

As a person who has lived and operated a small business in West Glenwood for 18 years, I have experienced many of the difficulties resulting from frequent conflicts between overburdened infrastructure and the impacts of weather events, traffic and geographic constraints. While I know we do need more housing in the Valley as a whole, West Glenwood's location, its population spread along narrow, winding and often dead-ending roads, and lack of capacity for both smooth and rapid emergency evacuation or accessibility for emergency vehicles, leaves it far too vulnerable to what has been acknowledged to be extreme fire danger. Hence, it would be irresponsible to proceed with a development such as this.

We are in a new situation since the current Comprehensive Plan was approved. 10 years of worsening drought, new awareness of rapidly diminishing water supply regionally, and a transportation system that has not been able to ease the traffic congestion that recent growth has exacerbated, leave us exposed to hazards not addressed in that plan.

Also, we have learned, often the hard way, that people panicking in an emergency behave differently than planners and authorities expect. They refuse to take the most expedient way out of town if that means leaving vulnerable pets, kids and disabled neighbors behind. As a pet services provider in my business, I have first hand experience with this.

The existing Comp Plan stresses "small town character" as a common value. Some construe this as favoring single family houses, but geographically we don't have room for "sprawl." And while we need housing that is both affordable and "neighborly" there is no reason why those values should be incompatible with some increased density, employing design and building techniques which can also mitigate known dangers. Instead, the developer of this project showed drawings for a lovely little complex that would have fit in nicely in Ohio in the 1950s. Irrigated lawns (and regardless of water rights, if there's just not enough water, how can there be "enough"?) and no mention of power or water conservation measures, energy efficient systems, or buildings designed for defensibility against fire. This is the arid West, a decade into a severe – now extreme – drought. The expertise to design for actual and anticipated conditions exists. It just wasn't even thought worth a mention by the developer contracting for this project.

The '07 Fire Safety assessment suggested the establishment of "shelter in place" locations in W. Glenwood because of the fact that features of this community which make it extremely vulnerable also make adequate evacuation planning unrealistic. Nothing has been done toward this approach, either. I have taken measures to prepare to handle, on a short term basis, pets stranded in our neighborhood or

up Mitchell Creek, who would need a safe place to await transport to a longer-term shelter. Our building is relatively defensible from fire, and our regular operations require that we routinely have staff and equipment on hand for such a need. I do believe we need to work neighborhood by neighborhood to get people talking and making plans for mutual assistance. Infrastructure and emergency response capacity can only go so far. During the shut in phase of the pandemic, because we were "essential service" providers, we learned how many elderly and disabled people live here. They needed pet food delivered, help with other things – and now I have a greater appreciation for how many vulnerable neighbors we have. Climate change is the biggie – with some unknowns as to when and how great the impacts will fall, and on whom soonest. But fire is closer and more immediate. We all need to be preparing to help each other.

But given all these conditions, it really makes no sense to bring in dense housing complexes, especially as ill-suited to local and regional needs as this one, before we address the threats that endanger our neighbors at the current population level. Please do not approve the annexation or development plan for the acreage behind the Mall until the Comprehensive Plan can be revised, brought up to date and encompassing the necessary changes to ensure safety, sustainability and stability for our beloved community. Thank you.

Laurie Raymond
51899 Highway 6 #16
Glenwood Springs
970-945-8723

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Vicki R. Taylor

0228 Mel Ray Road
Glenwood Springs, CO 81601

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Glenwood Springs CO 81601

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Gwendolyn Porter

60 Ponderosa Circle

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City Manager & City Clerk
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Glenwood Springs CO 81601

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Marsha Kesselring Marsha Kesselring

36 Donegan Rd

Glwd Co 81601

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Jacquemillan

102 Timber Creek Dr.
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1000 Mt Sopris Dr #1
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Sarah Carter
842 Stonerudge Court
GWS 81601

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34 Gamba Dr.

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77 mountainShadows Dr
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Walter Kroy

120 Rock Ledge Dr
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Joanne M Stanley
36 Donegan Rd
Glwd Spgs Co 81601

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847 Stonerridge Ct
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Sara Sanderman
184 Orchard Dr
GWS, CO 81601

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Leon & Rachel Garot

30 Mtn Shadow Drive

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Erika Sullivan

1111 Hollybrook Ln.
Glenwood Springs CO
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Anna Bernstein

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Janet Orne
19 Chaparral Cr.
GWS 81601

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Dennis Williams

0447 Juniper

GWS 81601

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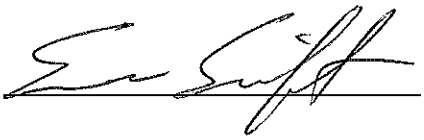

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Debra Wally
270 Donegan Rd GWS, Co 81601

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Patricia J. Lake

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215 Rockledge Dr.

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Richard Ballo

1111 Hollybrook Lane
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In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on *any* scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both *can* be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

"All Rights Reserved without Prejudice"

John Tomel

July 12, 21

66 Donagan Dr.

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

City Manager & City Clerk
101 8th Street
Glenwood Springs CO 81601

Re: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that

the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

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I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Dennis W. DeKoninck

Jeanne DeKoninck

PETITION: KEEP GLENWOOD SAFE – STOP THE OVERDEVELOPMENT

The undersigned residents urge Glenwood Springs City Council to stop the overdevelopment of Glenwood Springs and to advocate for smart growth practices. Glenwood Springs is being destroyed by the addition of large multi-family developments and endangering the safety of **ALL** of its residents. In the last three years 800 multi-family units have been built or approved and all but 29 of those are for rental.

We ask that you reject the current petition for annexation and the subsequent development by R2 Partnership of Cincinnati to build 360 units on the 12.285-acre plot of land behind the West Glenwood Mall. If this is approved it will add 1100 rental tenants (a population increase of 10% in one small plot of land) and their vehicles. We urge you to see that West Glenwood is incapable of handling a development of this density with major concerns over safe evacuation when another fire, flood or rockslide occurs as well as inadequate infrastructure, density five times the size of the adjacent community, traffic congestion, pollution and over-priced rentals. During the last two wildfires our roads were gridlocked and lives could easily have been lost.

PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Jacque McMillan	102 Timber Creek Dr GWS	Jacque McMillan
Renee McCullough	1000 Mt Sopris Dr #1 GWS CO 81601	Renee McCullough
Don Taylor	0228 Mel Ray Rd	[illegible]
Tye/Maureen Richardson	3135 134 Rd Glen Spgs. CO	[illegible] Maureen Richardson
Vicki R. Taylor	Glen. Spgs. Co. 0228 Mel Ray Road	Vicki R. Taylor
Mike Kinser	51 Ponderosa Drive GWS, CO	[illegible]
Lee Bowles	0688 County Rd 132 GWS, Co	[illegible]
Susie Strauss	0111 Creekside Glenwood, Co	[illegible]
Timothy Jordan Porter	34 Gambar GWSCO 81601	Tim Porter
Scott A Black	26 Mountain Shadows Dr.	[illegible]
Tina Schrader	27 mountain Shadow GWS Co	[illegible]
Kirby Wynn	102 Creekside Ct Glenwood Springs, Co 81601	[illegible]
Dawn Randolph	261 Mitchell Creek Rd GWS, CO 81601	[illegible]

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
David Dixon	631 Mel Ray GWS	
Joan Adler	525 W. 12th St.	Joan Adler
Eric Seifert	459 Mountain Shadows Dr	
Dennis Williams	0447 Juniper GWS	
Erika Sullivan	1111 Hollybrook Ln GWS	
Cheryl Gallo	1111 Hollybrook Ln GWS	Cheryl Gallo
Debra Wolf	270 Donegal Rd GWS	Debra Wolf
Tracy Trulove	135 Ptarmigan Dr.	
Frank Orosz	51 Chaparral Circle	
Bruce Bowles	0688 Cty Rd 132	Bruce Bowles
John Traud	66 Dunagan Dr.	John Traud
Matthew Bowles	2833 County Road 117	
Margaret Gray	31 Ponderosa Dr.	Margaret Gray

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
Ryan Randolph	261 Mitchell Creek Rd GWS, CO 81601	
Joanne M Stanley	36 Donegan Rd GWS, CO 81601	
WALTER KROM	120 ROCK LEDGE DR, GWS, CO 81601	
Pat & Charles Lile	215 Rockledge Dr. GWS, CO 81601	
David & SARAH CARTER	847 Stoneridge Court 81601	
J.C. Phillips	184 Orchard Dr.	
Sara Sanderman	184 Orchard Dr, GWS 81601	
Leon & Rache/Garot	30 Mtn Shadows Dr.	
Sheri Tonozzi + ~~Carl Tharp~~	0125 Ptarmigan DR	
Carl Tharp	0125 Ptarmigan Dr	
Anna Bernstein	101 Chaparral Cir	
Lisa Orosz	0051 Chaparral Cir.	
Karen Dixon	651 Mel Ray	

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PRINT FULL NAME	PRINT STREET ADDRESS	SIGNATURE
RONALD D GRAY	31 PONDEROSA DR.	
Hannah Kaileen Clark	520 Mel Rey Rd.	Hannah Kaileen Clark
Randy Stephens	0041 Ponderosa Cir	
ANNIE STEPHENS	0041 PONDEROSA CIR GWS	

Hello,
I have attached an Excel document of signatures from a Change.org petition. Please include the signatures in the 480 Donegan/R2 Partners packet for the July 29th meeting. Let me know if you prefer them another way. I appreciate your time.
Best,
Lacy King

Name	City	State	Postal Code	Country	Signed On
Lacy King				US	9/4/2020
Annie Stephens	Glenwood Springs	CO	81601	US	9/4/2020
David King	Glenwood Springs	CO	81601	US	9/4/2020
Cheryl Gallo	Elk Grove	CA	95624	US	9/4/2020
Hailley Rodriguez	San Antonio		78224	US	9/4/2020
Caylee Ebersole	Cedar City		84721	US	9/4/2020
Aaron Sunday	Tulsa		74106	US	9/4/2020
sofia izzi	Methuen		1844	US	9/4/2020
Ava Hayes	Los Angeles		90008	US	9/4/2020
Kaylani Ta	Elk Grove		95757	US	9/4/2020
Khi P	New Orleans		70119	US	9/4/2020
Ava Munoz	Port Orchard		98367	US	9/4/2020
Oliver Abbonizio	Wayne		19087	US	9/4/2020
Norm Wilmes	Yuba City		95991	US	9/4/2020
Jeffrey Hubbard	Walkersville		21793	US	9/4/2020
SKYE !!!	Stephens City		22655	US	9/4/2020
Vani Vosburgh	Gulfport		33707	US	9/4/2020
Ariana Demuth	Madison		53711	US	9/4/2020
Shalaya Assim	ALLENTOWN		18102	US	9/4/2020
Vinh Mai	West Chester	OH	45069	US	9/4/2020
Bobbie Meriwether	Glenwood Springs	CO	81601	US	9/4/2020
Rebecca Spagnolo	Glenwood Springs	CO	81601	US	9/4/2020
Jerry Trowbridge	Oxnard	CA	93035	US	9/4/2020
dan villemaire	rifle	CO	81650	US	9/4/2020
Jill Kepler-Fritter	Littleton	CO	80122	US	9/4/2020
Erika Sullivan	Glenwood Springs	CO	81601	US	9/5/2020
Todd Hurst	Glenwood Springs	CO	81601	US	9/5/2020
Lorenzo Andrade	Carbondale	CO	81623	US	9/5/2020
Daniel Woolley	Glenwood Springs	CO	81601	US	9/5/2020
Matt Brubaker m	Glenwood springs	CO	81601	US	9/5/2020
Shannon Derby	Glenwood Springs	CO	81601	US	9/5/2020
Melissa Goodstein	Carbondale	CO	81623	US	9/5/2020
Cameron Wright	Snowmass	CO	81654	US	9/5/2020
Kathie Wigger	Glenwood Springs	CO	81601	US	9/5/2020
Breanna Millspaugh	Glenwood springs	CO	81601	US	9/5/2020
Stephanie Lemkau	Glenwood Springs	CO	80	US	9/5/2020
Katy Murphy	Glenwood Springs	CO	81601	US	9/6/2020
Kausha Allison	Aspen	CO	81611	US	9/6/2020
Erik Mazur	Glenwood Springs	CO	81601	US	9/6/2020
Shelby Malehorn	Glenwood Springs	CO	81601	US	9/6/2020
Amanda Jennings	Glenwood springs	CO	81601	US	9/6/2020
Christy Spencer	Glenwood Springs	CO	81601	US	9/6/2020
Christy Pearson	Tipton	IN	46072	US	9/6/2020
Linda Spray	Wheat Ridge	CO	80034	US	9/6/2020
Joe Mollica	Glenwood Springs	CO	81601	US	9/6/2020
Ann Hoban	Glenwood Springs		81601	US	9/6/2020
Zeph Williams	Glenwood Springs	CO	81601	US	9/6/2020
Ashley Mauldin	New Castle	CO	81647	US	9/6/2020
Dustin Allison	Silt	CO	81652	US	9/6/2020
Joan Troth	Glenwood Springs	CO	81601	US	9/6/2020
Beth Hultquist	Rifle	CO	81650	US	9/6/2020
Vanessa Vazquez	Glenwood Springs	CO	81602	US	9/6/2020
Susan Schmitz	Glenwood Springs	CO	81601	US	9/6/2020
Krissy Clary	Aurora	CO	80010	US	9/6/2020

kenny hamburg	Glenwood Springs	CO	81623	US	9/6/2020
Keiko Woodyard	Glenwood springs	CO	81601	US	9/6/2020
Jerica Lopez	Glenwood Springs	CO	81601	US	9/6/2020
Sara Sanderman	Glenwood Springs	CO	81601	US	9/6/2020
Christine Morrison	Carbondale	CO	81623	US	9/6/2020
Scott Scifres	New castle	CO	81647	US	9/6/2020
Jeanette Anderson	Scottsdale	AZ	85250	US	9/6/2020
Nicole Heisig	Silt	CO	81652	US	9/6/2020
Karolina Rykowska	Glenwood Springs	CO	81601	US	9/6/2020
Katie Lewis	Denver	CO	80202	US	9/6/2020
Heather Hill	Glenwood Springs	CO	81602	US	9/6/2020
Sindy Holliday	Elwood	IN	46036	US	9/6/2020
C Witt	Edwardsburg	MI	49112	US	9/6/2020
Jared Lombardo	Glenwood Springs	CO	81601	US	9/6/2020
Kai Pierce	Covington		70433	US	9/6/2020
Jennica Deely	Pittsburgh	PA	15203	US	9/6/2020
Beth Lee	Bainbridge		50023-1416	US	9/6/2020
caleb dineen				US	9/6/2020
Shirley McCain	Greensboro		27401	US	9/6/2020
Cate Meyer	Chicago		60614	US	9/6/2020
shae meh	Cedar Rapids		52402	US	9/6/2020
Jazmin Esparza	Alvin		77511	US	9/6/2020
Otis Downs	Lake Placid		33852	US	9/6/2020
Axel Stein				US	9/6/2020
Amanda Leahy	Philadelphia		19119	US	9/6/2020
Mario Berry	Atlanta		30314	US	9/6/2020
rachael hoffeld norsworthy	Baton Rouge		70817	US	9/6/2020
Cecilia Snow	Matamoras		18336	US	9/6/2020
Chloé Seaman	New York		10021	US	9/6/2020
Kokichi Ouma	Severn		21144	US	9/6/2020
Nina Kruse	Fairfield		6824	US	9/6/2020
Jo Bershenyi	Glenwood Springs	CO	81601	US	9/6/2020
Gamerboi Nate				US	9/6/2020
Joey Effren	Indian Land		29707	US	9/6/2020
Kelsey James	Spring City		37381	US	9/6/2020
Matthew Gray	Mississauga		L5G 2R9	US	9/6/2020
Vivian Krause	Atlanta		30350	US	9/6/2020
Kam Warner	Manassas		20112	US	9/6/2020
Cheryl Taylor	Charleston		29412	US	9/6/2020
Hailey GJ	Franklin		13775	US	9/6/2020
Donna Gallegos	Clovis		88101	US	9/6/2020
Jaslin Aviles	Foothill Ranch		92610	US	9/6/2020
Cat Ide	Mesa		85202	US	9/6/2020
brilee mangan	Warner Robins		31088	US	9/6/2020
Amberleigh Gregor	Avondale Estates		30002	US	9/6/2020
Rivaldo Vargas-Ramirez	Lexington		68850	US	9/6/2020
Ellen Favaloro	Paulina		70763	US	9/6/2020
Racheal Freemyer	Pine Island		10969	US	9/6/2020
reileigh abbott	Fayetteville		28314	US	9/6/2020
Rikki Martin	Las Vegas		89178	US	9/6/2020
Krystina Montoya	Porterville		93257	US	9/6/2020
Patrice Green	Crewe		23930	US	9/6/2020
Ranferi Parras	Orlando		32839	US	9/6/2020
Grace Piazza	Manlius		13104	US	9/6/2020
Kylee Todin	Battle Creek		49017	US	9/6/2020

Rose Melerine	Baton Rouge		70892	US	9/6/2020
Ryan Lewallen	Goshen		46528	US	9/6/2020
Debra Herman	South Park		15129	US	9/6/2020
Meaghan Eldridge	Taylor		48180	US	9/6/2020
Yanisa Marrero	West Palm Beach		33409	US	9/6/2020
Jonathan Henderson	Trion		30753	US	9/6/2020
Madelyn Pepple	Boonsboro		21713	US	9/6/2020
Britney Boozer	Cleveland		44109	US	9/6/2020
Elaine Chammy	Murfreesboro		37129	US	9/6/2020
Elizabeth English	Bronx		10461	US	9/6/2020
Alexandria Lara	Brownsville		78521	US	9/6/2020
Ethan Yost	Colorado Springs		80918	US	9/6/2020
Ashleigh Kelly	Manhattan		66502	US	9/6/2020
Emily Tran	Fremont		68025	US	9/6/2020
Madria Everson	Southfield		48076	US	9/6/2020
Selena Garrett	Belle Plaine			US	9/6/2020
Maxwell Kernus	Alexandria		22308	US	9/6/2020
Madison Lucille	Portage		49024	US	9/6/2020
Riley S	Fremont		43420	US	9/6/2020
Ella DeRose	Grand Island		14072	US	9/6/2020
Carol Hoke	Rosman		28772	US	9/6/2020
Trixi Lindley	Pleasant Garden		27313	US	9/6/2020
Adrian Alvarado	Glendora		91741	US	9/6/2020
Iliana sanchez	Hereford		79045	US	9/6/2020
Rodney Hillman	Minden		71055	US	9/6/2020
k hughes	Englewood		80111	US	9/6/2020
miranda houston	Cocoa		32927	US	9/6/2020
Rawan Moheddin	Manor		78653	US	9/6/2020
Serena Jefferson	Austell		30106	US	9/6/2020
Ezra Taylor	Ferndale		48220	US	9/6/2020
dang Nguyen	Opelousas		70570	US	9/6/2020
Tristan Grabis	Point Pleasant		8225	US	9/6/2020
Aleshia L	Los Angeles		90047	US	9/6/2020
Lucie Miller	Philadelphia		19144	US	9/6/2020
Elizabeth Reyna	Laredo		78045	US	9/6/2020
Shawn Lamie	Hampton		3842	US	9/6/2020
Victoria Hall	Travelers Rest		29690	US	9/6/2020
Annemarie Jackson	Upper Darby		19082	US	9/6/2020
Alexandra Lynch	Anaheim		92806	US	9/6/2020
Eric Kleis	Mandeville		70471	US	9/6/2020
Ashleigh Kelly	Manhattan		66502	US	9/6/2020
Dakota Johnson	Enid		73703	US	9/6/2020
Texas Prairie	houston		77028	US	9/6/2020
Lindsey Thomas	Oklahoma City		73120	US	9/6/2020
samual davis	metropolis		62069	US	9/6/2020
Joan Mellies				US	9/6/2020
Deidre Rippy	Glenwood Springs	CO	81601	US	9/6/2020
Kelly Ehlers	Glenwood Springs	CO	81601	US	9/6/2020
Kristen Keefer	Glenwood Springs	CO	81601	US	9/6/2020
Barbara Tanaka	Aspen	CO	81611	US	9/6/2020
Amber Shock	Elwood	IN	46036	US	9/6/2020
Amber Stoddard	Estes Park	CO	80517	US	9/6/2020
Bayley Shock				US	9/6/2020
Megan Pluger	Glenwood Springs	CO	81601	US	9/6/2020
Karen Chairez	El Paso		79936	US	9/6/2020

Holly V	Henderson		89052	US	9/6/2020
R. M.	Sulphur		70663	US	9/6/2020
Velma Martin	Los Angeles		90013	US	9/6/2020
ithzel rodriguez	Rodeo		94806	US	9/6/2020
Minsui Tang	Saratoga		95070	US	9/6/2020
Windy Stmarie	Burbank		91505	US	9/6/2020
Jill Cooper	Phoenix		85020	US	9/6/2020
James Tenney	Brandon		39047	US	9/6/2020
Shauntea Black	Lewistown		17044	US	9/6/2020
Rosamaria Cartagena	Los Angeles		90011	US	9/6/2020
Katherine Bauer	New Holland		17557	US	9/6/2020
Karmon Chupka	Ruskin		33570	US	9/6/2020
L B	Bountiful		84010	US	9/6/2020
Layla Alves	Mckinleyville		95519	US	9/6/2020
Debby Willette	Greencastle		46135	US	9/6/2020
Aliyah Hart	Richmond		77407	US	9/6/2020
Shani Loja	Bronx		10462	US	9/6/2020
Isabella Rodriguez	Philadelphia		19124	US	9/6/2020
Hoes Mad	Mckinney			US	9/6/2020
Gen Z Tiktok	Crystal Lake		60014	US	9/6/2020
Elise I	White Plains		10603	US	9/6/2020
JON INWOOD	Brooklyn	NY	11230	US	9/6/2020
Sophia Hernandez	Albuquerque		87105	US	9/6/2020
Adri C	Chatsworth		91311	US	9/6/2020
Caitlyn Helm	Minneapolis		55419	US	9/6/2020
Victoria Munoz	Colton		92324	US	9/6/2020
Grace Hoffman	Minneapolis		55430	US	9/6/2020
Maroly Jaime	Federal Way		98023	US	9/6/2020
Sydney Buchanan	San Diego		92111	US	9/6/2020
Riley Smith	Hampton		23669	US	9/6/2020
Renee Duemer	Scottsdale		85250	US	9/6/2020
Nicole Rodgers	Philadelphia		19151	US	9/6/2020
J H	Euless		76040	US	9/6/2020
Thomas Simione	Fairfax		22030	US	9/6/2020
Cindy Aiken	Sachse		75048	US	9/6/2020
Jodi Reese	Minneapolis		55345	US	9/6/2020
Lourdes Caballero	San Antonio		78237	US	9/6/2020
Abi Sensmeier	San Marcos		92078	US	9/6/2020
Kay Carter	Louisa		41230	US	9/6/2020
Cora Jusino	Schenectady		12304	US	9/6/2020
Jazlyn H	Asheville			US	9/6/2020
Faith Leblanc	Hot Springs National Park		71913	US	9/6/2020
Emma Kulik	Amherst		14226	US	9/6/2020
mya martinez	Houston		77090	US	9/6/2020
Maria Butler	Lincoln		68516	US	9/6/2020
Jamie Thomas	Quinton		23141	US	9/6/2020
fannie lindsey	miami		33169	US	9/6/2020
Colette Walker	Onalaska		55987	US	9/6/2020
Ryan Golbus	Basalt	CO	81621	US	9/6/2020
Anastasia Brubaker	Glenwood springs	CO	81601	US	9/6/2020
Florie Miller	Glenwood Springs	CO	81601	US	9/6/2020
Lisa Warder	Glenwood Springs	CO	81601	US	9/6/2020
Stephen Bershenyi	Glenwood Springs	CO	81601	US	9/6/2020
Juanita Lazaro	Glenwood Springs	CO	81601	US	9/6/2020
Amanda Emerson	Carbondale	CO	81601	US	9/6/2020

Trary Maddalone	Glenwood Springs	CO	81601	US	9/6/2020
Vijita Evans	GLENWOOD SPRINGS	CO	81601	US	9/6/2020
Maura Carlson	Glenwood Springs	CO	81601	US	9/6/2020
Cara Schmidt	Aspen	CO	81611	US	9/6/2020
linda drake	glenwood springs	CO	81601	US	9/6/2020
Wren Brotzman	New Castle	CO	81647	US	9/6/2020
Rachael Windh	Carbondale	CO	81623	US	9/6/2020
Jean Smith	Glenwood	CO	81601	US	9/6/2020
Jillene Rector				US	9/6/2020
Lauren Senico	Cape May		8204	US	9/6/2020
Tenaya Urban	Aspen	CO	81611	US	9/6/2020
Wyatt Richard	Orem		84058	US	9/6/2020
Sapphire Rose	Temecula		92592	US	9/6/2020
Rommel Lachapelle	Stamford		6902	US	9/6/2020
shshs shsh	Orlando		32835	US	9/6/2020
Eduardo Arzate	Riverside		92503	US	9/6/2020
Avigayil Fischman-Charry	Hyattsville		20781	US	9/6/2020
Zayan Ishaque	Hayward		94544	US	9/6/2020
Jaclynn Hall	White Plains		10603	US	9/6/2020
Karter Williams	Tucson		85743	US	9/6/2020
Jasvin Joy	Indianapolis		46214	US	9/6/2020
Camila Cordova	Moreno Valley		92557	US	9/6/2020
siobhan gregory	St Paul		55106	US	9/6/2020
Nat Garcia	Fresno		93727	US	9/6/2020
Laura Mathews	Providence		2901	US	9/6/2020
Kaleb Arellano	Pueblo		81001	US	9/6/2020
Lily Bachofen	Linden		7036	US	9/6/2020
Mandy Liu	Bensalem		19020	US	9/6/2020
Shannon Leitner	Edwardsville		62025	US	9/6/2020
Patricia Rankin	Concord		94520	US	9/6/2020
Layzette Berry	Las Vegas		89104	US	9/6/2020
dayene avesca	Seattle		98146	US	9/6/2020
Clara Tae	Los Angeles		90014	US	9/6/2020
Dadney Martinez	Miami		33138	US	9/6/2020
Inayah Mohammed	Glenview		60025	US	9/6/2020
Anaya Teves	Reno		89521	US	9/6/2020
Mavis Lantam	Yonkers		10701	US	9/6/2020
Daniel Feeley	Las Vegas		89107	US	9/6/2020
Simona Friedman	Fair Lawn		7410	US	9/6/2020
Bridget Fair	Madison		53704	US	9/6/2020
Regina Kourafas	Marietta		30067	US	9/6/2020
Gabriela Nunez	Phoenix		85016	US	9/6/2020
Robin Maltz	Linden		7036	US	9/6/2020
Sarah Sheehan	Victoria		77901	US	9/6/2020
Sloan Patterson	Portland		97233	US	9/6/2020
Lisa Orosz	Glenwood Springs	CO	81601	US	9/6/2020
Henry Grooms	St Anthony		55418	US	9/6/2020
Walter Krzak	Cary		60013	US	9/6/2020
Leighlani Lowes	San Diego		92101-1332	US	9/6/2020
Sarah Orosz	Glenwood Springs		81601	US	9/6/2020
Angel Bernal	Santa Ana		92707	US	9/6/2020
stephanie de la rosa	oakley		94561	US	9/6/2020
Gerard Krebs	Denver	CO	80212	US	9/6/2020
Destyni Gardner	Manchester		52057	US	9/6/2020
Jean Huyser	New Castle	CO	81647	US	9/6/2020

Christina Harris				US	9/6/2020
Tina Schrader	Glenwood Springs	CO	81601	US	9/6/2020
Trae phillips	Grand Junction	CO	81501	US	9/6/2020
Deniz A	Anaheim		92801	US	9/6/2020
Edmund Donkor	Cincinnati		27514	US	9/6/2020
Tanner Ormes	Palm Coast		32164	US	9/6/2020
faith pinkard	Houston		77036	US	9/6/2020
Joseph Tom	Millbrae		94030	US	9/6/2020
Maria Gonzalez	Charlotte		28213	US	9/6/2020
Sarah Christ	Bloomington		47403	US	9/6/2020
Ella Fretz	Midlothian		23113	US	9/6/2020
Evren Alan	Santa Fe		87501	US	9/6/2020
Sophia Brass	Niagara Falls		14304	US	9/6/2020
Jarelly Naranjo	Pueblo		81001	US	9/6/2020
Marcine McBride	West Babylon	NY	11704	US	9/6/2020
Anna Awbreg	Tyler		75707	US	9/6/2020
Robert Martinez	American canyon		94503	US	9/6/2020
Clarissa C	Marlborough		1752	US	9/6/2020
Emnet Lemma	Las Vegas		89183	US	9/6/2020
Jennifer Hernandez	Stockton		95205	US	9/6/2020
meichal / kel patton	Concord		94520	US	9/6/2020
Jessica ANA	Miami		33172	US	9/6/2020
Rita Grace Atmajian	Edmonds		98026	US	9/6/2020
Dan Wilson	Middletown		6457	US	9/6/2020
Robin Hagelberg	Butler		7405	US	9/6/2020
Kadiatu Johnson	Alexandria		22304	US	9/6/2020
Debra Kekaualua	Kapaa		96746	US	9/6/2020
Christopher Woodhouse	Avon		46132	US	9/6/2020
Charlsey Ward	Glenwood Springs	CO	81601	US	9/7/2020
brenda alexander				US	9/7/2020
Kerry Carmody	Tucson	AZ	85747	US	9/7/2020
Megan Forrest	Colorado Springs	CO	81601	US	9/7/2020
Jeremy Gerbaz	Glenwood Springs	CO	81601	US	9/7/2020
Joe Johnson	Allenville		61951	US	9/7/2020
Daniel Gilbert	Glenwood Springs	CO	81601	US	9/7/2020
James Phillips	GLenwood Springs	CO	81601	US	9/7/2020
Emily Weir	Colorado Springs	CO	80906	US	9/7/2020
Cassandra Alsop	Glenwood Springs	CO	81601	US	9/7/2020
Sandra Haber	Glenwood Springs	CO	81601	US	9/7/2020
Tiffany Brickell	Glenwood Springs		81601	US	9/7/2020
Leslie Stasinos	Denver	CO	81601	US	9/7/2020
Sheri Tonozzi	Glenwood Springs	CO	81621	US	9/7/2020
Natasha Derby	Glenwood springs	CO	81601	US	9/7/2020
Stephanie Eldred	Glenwood Springs	CO	81601	US	9/7/2020
Charlie Bierbaum	Glenwood Springs	CO	81601	US	9/7/2020
Kim Conte	Glenwood Springs	CO	81601	US	9/7/2020
Megan Toliver	Walla Walla	WA	99362	US	9/7/2020
Patti Neuroth	Glenwood Springs	CO	81601	US	9/7/2020
Lyndsay Grimes	Rochester		14626	US	9/7/2020
Kayleen Robinson	Miami		33102	US	9/7/2020
Rob Minarik	Pearl River		10965	US	9/7/2020
Ace Moen	St. Louis		63116	US	9/7/2020
Kera Hammour	Orange		92869	US	9/7/2020
Melanie Ochoa	Houston		78229	US	9/7/2020
Maribel Marulanda	New York		11106	US	9/7/2020

Nicole Gray	Inglewood		90302	US	9/7/2020
Toopy Binoo	Silver Spring		20903	US	9/7/2020
Selena Moonwalker	Orange Park		32065	US	9/7/2020
Debbie Earley	Felton		19943	US	9/7/2020
Molly Hamilton	Glenwood Springs	CO	81601	US	9/7/2020
Charity Chambers	Cleveland		37311	US	9/7/2020
Samyrah Wilson	Philadelphia		19144	US	9/7/2020
Claudia Gouveia	RECIFE		51030360	US	9/7/2020
Ashley O'Brien	Easton	MD	21601	US	9/7/2020
Hazel Chavez	Milpitas		95035	US	9/7/2020
Carlos Montes	Hanford		93230	US	9/7/2020
stormy gray wallace	Fayetteville		30215	US	9/7/2020
Sydney Burdette	Purcellville		20132	US	9/7/2020
Jaiden Shippy	Westbury		11590	US	9/7/2020
Allison Mack	Roslindale		2131	US	9/7/2020
Jack Washburn	LaPlace		70068	US	9/7/2020
Earthy Earthkeepers	Austin		78729	US	9/7/2020
Daniel Coxson	Olney	MD	20832	US	9/7/2020
hannah anderson	Fayetteville		25840	US	9/7/2020
Bess Wynn	Glenwood Springs	CO	81601	US	9/7/2020
Rose Hurley	Carbondale	CO	81601	US	9/7/2020
Reed Nelson	Glenwood springs	CO	81601	US	9/7/2020
David Mooney	Glenwood Springs		81601	US	9/7/2020
Anna Bernstein	Glenwood Springs	CO	81601	US	9/7/2020
Tasha Bintliff	New Castle	CO	81647	US	9/7/2020
gregg velasquez	Glenwood Springs	CO	81601	US	9/7/2020
Abbie Kroesen	Glenwood Springs	CO	81601	US	9/7/2020
Shannon Provost	Glenwood Springs	CO	81601	US	9/7/2020
Daniel Gallacher	Missoula	MT	59802	US	9/7/2020
Antonio Cisneros	Anaheim		92833	US	9/7/2020
Patrick W. Mulligan	Mims		32754	US	9/7/2020
Lindsey Knapp	New Windsor		12553	US	9/7/2020
Christy Godeski	Glenwood Springs	CO	81601	US	9/7/2020
Jocelyn Dulaney	Alexandria		22308	US	9/7/2020
Jenny Z	Cape Coral		33909	US	9/7/2020
Steven Morris	Sharps Chapel		37866-1897	US	9/7/2020
Tim Maurer	Anaheim		92808	US	9/7/2020
Emily Contreras	Walla Walla		99362	US	9/7/2020
Alexandra Mckenzie	Dallas		75225	US	9/7/2020
Franco Carlo		NY		US	9/7/2020
Giovanny Fontela	Miami		33165	US	9/7/2020
Jessica Rall	Las Vegas		89144	US	9/7/2020
Solveig Wolter	Juneau		99801	US	9/7/2020
Rukia Phan	Redding		20908	US	9/7/2020
Emprez Molina	San Diego		92119	US	9/7/2020
Emma Cooper	Lebanon		37087	US	9/7/2020
gail vaughn	lake station		46405	US	9/7/2020
andie l	Inglewood		90304	US	9/7/2020
Lydia Jurcic	Beaver		15009	US	9/7/2020
Jasmine Tapia	Sparta		54656	US	9/7/2020
rosemary torossian	Sherman Oaks		91423	US	9/7/2020
D. A. Belvin	Virginia Beach		23455	US	9/7/2020
Jaida Sieu	Alameda		94502	US	9/7/2020
Isabel Maculo	Fort Collins		80526	US	9/7/2020
Kincade White	Edmond		73034	US	9/7/2020

lily cubias	Lexington		27292	US	9/7/2020
navarah roman	Cleveland		44105	US	9/7/2020
Amber Linan	Denver		80214	US	9/7/2020
Hailey Morgan	Dallas		75227	US	9/7/2020
Perry Hefferren-Harkless	New York		10027	US	9/7/2020
Patricia Harrison	Harvey	LA	70058	US	9/7/2020
sarae turner	Broadview		60155	US	9/7/2020
Toucanno 3737				US	9/7/2020
Terry Joannes	Glenwood Springs	CO	81601	US	9/7/2020
Stephanie Thomas	Oak Park	IL	60302	US	9/7/2020
Sarah Hess	Glenwood Springs	CO	81601	US	9/7/2020
Cicely Kohler	Basalt	CO	81621	US	9/7/2020
Cassie Scherer Crull	Marysville	MI	48040	US	9/7/2020
Sheila Markowitz	Glenwood Springs	CO	81601	US	9/7/2020
Jennifer Smith	Glenwood Springs	CO	81602	US	9/7/2020
Erin Haggerty	Glenwood Springs	CO	81601	US	9/7/2020
Douglas Swenning	Conifer	CO	80433	US	9/8/2020
Cade Herman	Oak Ridge	NJ	7438	US	9/8/2020
AyeishA Taylor	Snowmass Village	CO	81615	US	9/8/2020
Kimberly Nischke	Lakemoor	IL	60051	US	9/8/2020
Jacquie Hall	Riverside	CA	92503	US	9/8/2020
Kim Cassady	New Castle	CO	81647	US	9/8/2020
Sharon Troyer	Glenwood Springs	CO	81601	US	9/8/2020
Ed Troyer	Glenwood Springs	CO	81602	US	9/8/2020
Tobie Powell	Glenwood springs		81601	US	9/8/2020
Rachel Orosz	Glenwood Springs		81601	US	9/8/2020
Carl Tharp	Basalt	CO	81621	US	9/8/2020
James Hipp	Carbondale	CO	81623	US	9/8/2020
Gina Dideon	Glenwood Springs	CO	81601	US	9/9/2020
Christa Wagner	Cheyenne	WY	82002	US	9/9/2020
Brandon Bates	Silt	CO	81520	US	9/9/2020
Marlyn Garcia	Glenwood Springs		81601	US	9/9/2020
Annie Wise	Parachute	CO	81635	US	9/9/2020
Elizabeth Restauri	Littleton	CO	80122	US	9/9/2020
Dawn French	Carbondale	CO	81601	US	9/9/2020
Chris Kennedy	Glenwood Springs	CO	81601	US	9/9/2020
Ruth Sears	Glenwood Springs	CO	81601	US	9/9/2020
Valorie Erion	Rifle	CO	81650	US	9/10/2020
Diane Argo	Denver	CO	80211	US	9/10/2020
Tera Boaeuf	Carbondale	CO	81623	US	9/11/2020
Mike Kinser	Glenwood Springs	CO	81601	US	9/14/2020
Malia Steward	Broomfield	CO	80023	US	9/14/2020
Jeff steward	Broomfield	CO	80023	US	9/15/2020
Stephen Miller	Rifle	CO	81650	US	9/15/2020
Olga Elena Medrano	Glenwood springs	CO	81601	US	9/27/2020
Brianna Johnson	New Bern		28562	US	9/30/2020
cassidy navarrette	Lake Havasu City		86406	US	9/30/2020
Aron The Beaner	Menifee		92584	US	9/30/2020
Connie Davis	Tulsa		74103	US	9/30/2020
Yesenia Chavez	Soledad		93960	US	9/30/2020
Louise May	New York City		10013	US	9/30/2020
Olivia Woods	Eau Claire		54701	US	9/30/2020
Jonathan Arzuaga	Marlborough		1752	US	9/30/2020
Chyna Cunningham	Union City		94587	US	9/30/2020
Xavier Maxcey	Shrewsbury		1545	US	9/30/2020

Angelo Alfano	Saint Louis		63128	US	9/30/2020
Lena Huereca	Charles Town		25414	US	9/30/2020
Daniella Mora	Albuquerque		87109	US	10/1/2020
Shanti Gruber	Glenwood Springs	CO	81601	US	10/9/2020
Jacque McMillan	Glenwood Springs	CO	81623	US	10/9/2020
james conway	Carbondale	CO	81623	US	10/13/2020
Desiree Archuleta	Glenwood springs		81601	US	10/16/2020
Jenni Fautsko	Glenwood Springs	CO	81601	US	10/16/2020
Vickie Walker	New Castle	CO	81647	US	10/22/2020
no name		MA	14850	US	10/25/2020
Marilyn Dorman	West Glenwood Springs	CO	81601	US	10/26/2020
Raymond Berrios				US	11/3/2020
Emily Watson	Ridgewood		11385	US	11/5/2020
Fumi Chen	Reno		89521	US	11/20/2020
Christopher Stimson	Akron		44313	US	12/7/2020
Anna Laidler	East Stroudsburg		18301	US	12/8/2020
Veronica Dziadyk	Livingston		7039	US	12/8/2020
Jennifer Morley	Rifle	CO	81650	US	12/9/2020
Pam Ruban	A		30513	US	12/10/2020
Dana Hunt	Blue Ridge		30513	US	12/11/2020
Elaina Decker	Mount Laurel		8054	US	12/15/2020
Matthew Klein				US	12/17/2020
Shelly Sherwood	Morganton		30560	US	12/17/2020
Barb Keller	Glenwood Springs	CO	81601	US	12/22/2020
Keith Parks	Reno		89506	US	3/16/2021
Jennifer Zwickl	Glenwood Springs	CO	81601	US	3/23/2021
Ellen Zwickl	Zagreb			US	3/24/2021
Pavel Petrov	Orlando		32829	US	4/18/2021
Lisa Strand	Carbondale		81623	US	4/19/2021
Michael Hoban	Carbondale	CO	81623	US	4/23/2021
Tom Herbst	Grayslake	IL	60030	US	4/27/2021
Alan Gentry	Glenwood Springs	CO	81601	US	4/30/2021
Christopher Williams	Sanford		27330	US	5/1/2021
Hillary Jablonski	Kingston		60145	US	5/3/2021
Christine Porter	Carbondale	CO	81623	US	5/4/2021
Flora Weldon	Bronx	NY	10468	US	5/5/2021
Michael Kieliszewski	Utica		48317	US	5/5/2021
Joanna Grenci	Summerville		29483	US	5/5/2021
Christopher Tom	Pleasantville		10570	US	5/5/2021
Richard McConnell	Olympia Fields		60461	US	5/5/2021
wendy peddicord	Watsonville		95076	US	5/6/2021
Justin Truong	San Francisco		94112	US	5/6/2021
Tora Spencer	Las Vegas		89117	US	5/6/2021
Toya Britton	Norco		92860	US	5/6/2021
Joshua Standiford	Lake Zurich		60047	US	5/6/2021
Tyler Wleklik	Middlesex		8846	US	5/6/2021
Corey Meyers	Lakeland		33809	US	5/6/2021
Isabell Price	Columbia		29223	US	5/6/2021
Not Saying	Miami		33127	US	5/6/2021
Ben Pritchard	Milwaukee		53202	US	5/6/2021
Phyllis Wittet	Glenwood Springs	CO	81601	US	5/7/2021
Sarah Gamboa	Glenwood Springs	CO	81601	US	5/7/2021
Danny Spohn	Glenwood Springs	CO	81601	US	5/7/2021
Lynette Brickell	Glenwood Springs	CO	81601	US	5/7/2021
Melinda Baum	Glenwood Springs	CO	81601	US	5/7/2021

Lisa Niehaus	Glenwood Springs	CO	81601	US	5/7/2021
Shanti Gruber	Glenwood Springs	CO	81601	US	5/7/2021
Lorra Nichols	Carbondale	CO	81601	US	5/7/2021
Amanda Schard	Denver	CO	81601	US	5/7/2021
Amanda Andrews	Seattle	WA	98118	US	5/7/2021
Randy Stephens	Seattle	WA	98111	US	5/7/2021
Sharon Williams	Rifle	CO	81650	US	5/7/2021
Dessa Cairns	Rifle	CO	81650	US	5/7/2021
Julia D Gallagher	Glenwood Springs	CO	81601	US	5/7/2021
lindsay Cherry	Carbondale	CO	81623	US	5/7/2021
Stevi Wittet	Carbondale	CO	81623	US	5/7/2021
Laura Gomez	Glenwood Springs	CO	81601	US	5/7/2021
Annie Uyehara	Glenwood Springs	CO	81601	US	5/7/2021
Carl Uyehara	Carbondale	CO	81623	US	5/7/2021
Jamie Darien	Glenwood Springs	CO	81601	US	5/7/2021
Kim Arnold	New Castle	CO	81647	US	5/7/2021
Shelby Vernell	Minneapolis	MN	554321	US	5/7/2021
Kimberly Mcgraw	Glenwood springs	CO	81623	US	5/7/2021
Nancy Duffy	Glenwood Springs	CO	81601	US	5/7/2021
Kelly Mitchell	Flowery Branch		30542	US	5/7/2021
Jon Harman	Glenwood Springs	CO	81601	US	5/7/2021
Lee Bowles	Glenwood Spgs	CO	81601	US	5/7/2021
Dawn Randolph	Glenwood Springs	CO	81601	US	5/7/2021
Arianna Stoos	Walworth		14568	US	5/7/2021
Lacy King	Glenwood Springs	CO	81601	US	5/7/2021
Hermaeous Mora	Fort George G Meade		20755	US	5/7/2021
Brae Johnson	Glenwood Springs		81601	US	5/7/2021
Shannon Derby	Glenwood Springs	CO	81601	US	5/7/2021
Jennifer Haywood Mwamba	Rifle	CO	81659	US	5/7/2021
Jean Chambard	West St Paul	MN	55118	US	5/7/2021
Natasha Derby	Denver	CO	80238	US	5/7/2021
Reed Nelson	Glenwood springs	CO	81601	US	5/7/2021
Helia Jahani	Irvine		92603	US	5/7/2021
oscar escobar	Omaha		68104	US	5/7/2021
Tyler Tarpey				US	5/7/2021
Lauren Milholm	New Castle	CO	81647	US	5/7/2021
Bryan Derby	Glenwood Springs	CO	81601	US	5/7/2021
William Bremauntz	San Diego	CA	92067	US	5/7/2021
Roberto Olivas	Glenwood Springs	CO	81601	US	5/7/2021
Natalie Wilson	Denver	CO	80219	US	5/7/2021
Rebekah Blodgett	Glenwood Springs	CO	81601	US	5/7/2021
Trina Haines				US	5/7/2021
Renee McCullough	Glenwood Springs	CO	81601	US	5/7/2021
Kara English	Fort Collins	CO	80524	US	5/7/2021
Buck Adams	Glenwood Springs	CO	81601	US	5/7/2021
Charlie noone	Denver	CO	81601	US	5/7/2021
David Toro-Segarra	Las Vegas	NV	89113	US	5/7/2021
Christopher Davis	Roy	UT	84066	US	5/7/2021
Nancy Dubin	New York		10022	US	5/7/2021
Robyn Starr	Carbondale	CO	81623	US	5/7/2021
Sonia Walter	Glenwood Springs	CO	81601	US	5/7/2021
Henry Broich	Lancaster		17601	US	5/7/2021
Jessica Wurtsmith	New Castle	CO	81647	US	5/7/2021
Donna Robb	Glenwood	CO	81601	US	5/7/2021
Trary LaMee	Glenwood Springs	CO	81601	US	5/7/2021

Lindsay Button	Glenwood Springs	CO	81601	US	5/7/2021
Jennifer Vyhlidal	Carbondale	CO	81623	US	5/7/2021
ollie a				US	5/7/2021
Janet Stacy	Glenwood springs	CO	81601	US	5/7/2021
Daena Wrolsen	Saugerties		12477	US	5/7/2021
Stephanie Horseman	Salisbury		21801	US	5/7/2021
Amanda Hulsman	Cincinnati		45247	US	5/7/2021
Marcia Bever	Palo Alto		94301	US	5/7/2021
Utsukta Giri	Louisville		40222	US	5/7/2021
Amy Moore	Glenwood Springs	CO	81601	US	5/7/2021
Fran Orosz	Glenwood Springs	CO	81601	US	5/7/2021
Ashleigh Mann	Riverside		8075	US	5/7/2021
Heather Gilbreath	Murfreesboro		37129	US	5/7/2021
Logan Lage	Rifle	CO	81650	US	5/7/2021
james meacham	Hudson		34669	US	5/7/2021
Troy Forbes	Aspen	CO	81611	US	5/7/2021
Charlie colan	Haddon Heights		8035	US	5/7/2021
Gloria Farmer	Colorado Springs	CO	80915	US	5/7/2021
Jennifer Wolff	Westminster		80031	US	5/7/2021
Emily Lambert	Glenwod Springs	CO	81601	US	5/7/2021
Joe Lederman	East Setauket		11733	US	5/7/2021
Deborah Willette	Greencastle		46135	US	5/7/2021
Lynda Brent	Glenwood Springs	CO	81601	US	5/7/2021
jeri sherick	Glenwood Springs	CO	81601	US	5/7/2021
Victor Ehre	Los Angeles		90045	US	5/7/2021
Carla Westerman	Glenwood Springs	CO	81601	US	5/7/2021
Aymie Cornelison	Baldwin		54002	US	5/7/2021
Janet Collins	Rifle	CO	81650	US	5/7/2021
Edwin Fontanez	Carbondale	CO	81623	US	5/7/2021
Joseph Bergl	Grand Junction	CO	81506	US	5/7/2021
Kathy Yost	New Castle	CO	81647	US	5/7/2021
Nancy Brown	Glenwood Springs	CO	81601	US	5/7/2021
Patricia Bolin Helling	Aspen	CO	81611	US	5/7/2021
Andrea L Sours	Parachute	CO	81635	US	5/7/2021
Jen Isenhart	Glenwood Springs	CO	80231	US	5/7/2021
Beth Dwyer	New Castle	CO	81647	US	5/7/2021
Hilary Getty	Denver	CO	80210	US	5/7/2021
Eileen Koch	Chicago	IL	60602	US	5/7/2021
Robert Darien	Glenwood Springs	CO	81601	US	5/7/2021
Kuree Perez	Aspen	CO	81611	US	5/7/2021
Jennifer Johnson	Glenwood springs	CO	81601	US	5/7/2021
jose portillo	Playa Del Carmen		77710	Mexico	5/7/2021
Christopher Britt	Grand Junction	CO	81501	US	5/7/2021
Travis Lucero	New Castle	CO	81647	US	5/7/2021
Don Cutright	Carbondale	CO	81623	US	5/7/2021
Suzy Maison	Denver	CO	80204	US	5/7/2021
Jennifer Shanks	Glenwood Springs	CO	81601	US	5/7/2021
Jasmin Hanson	Glenwood Springs	CO	81601	US	5/7/2021
Charles Clemente	Staten Island		10312	US	5/7/2021
Margi Barsamian	Edmonds		98026	US	5/7/2021
Katie Narvaez	New Castle	CO	81647	US	5/7/2021
This must Become reality	Monmouth Beach		7750	US	5/7/2021
Ann Griffin	Glenwood Springs	CO	81601	US	5/7/2021
Melissa Heithaus	Mckinney		75070	US	5/7/2021
Taylor Markiecki	Rifle	CO	81650	US	5/7/2021

Cassie Avila	San Antonio		78207	US	5/7/2021
Terrie Drake	Glenwood Springs	CO	81601	US	5/7/2021
Genevieve Avila-Chavez	San Antonio		78249	US	5/7/2021
Erin Zalinski	Glenwood Springs	CO	81601	US	5/7/2021
Sharalee Rew	Denver	CO	80228	US	5/7/2021
Sarah Saathoff	Leadville	CO	80461	US	5/7/2021
Cheryl Sos	Denver	CO	80222	US	5/7/2021
Robbi Omeara	Glenwood Springs	CO	81601	US	5/7/2021
Michael Gonzales	Bell Gardens		90201	US	5/7/2021
Susan Ulloa	Crestline		92325	US	5/7/2021
Adriana Castro	Glenwood Springs	CO	81601	US	5/7/2021
Kenzie C	Buffalo		14225	US	5/7/2021
Janet Marineau	Bristol		6010	US	5/7/2021
Tanit Colin	Lewisville		75067	US	5/7/2021
Sis Koukol	Racine		53402	US	5/7/2021
Rita Torossian	Laguna Hills		92653	US	5/7/2021
Jacqueline Nolan	London		N6k4h8	US	5/7/2021
Cecilia Martinez	New York		10021	US	5/7/2021
Tammy Reynolds	New Castle	CO	81647	US	5/7/2021
Richard Whaley	Eureka		95503	US	5/7/2021
Elizabeth Phillips	Glenwood Springs	CO	81601	US	5/7/2021
Lisa Rosa-Re	Alpharetta		30009	US	5/7/2021
Walt Krom	Glenwood Springs	CO	81601	US	5/7/2021
Mark Alsdorf	Queretaro		76116	Mexico	5/7/2021
John Welsh	Kettering, Northamptonshire		NN16 9ST	US	5/7/2021
Georgiana Davies	Havre de grace		21078	US	5/7/2021
Melanie A	Thurmont		21788	US	5/7/2021
Matthew Zabel	Parker		80134	US	5/7/2021
Kiley Lane	Palo		52324	US	5/7/2021
Jan Krische	Glenwood Springs	CO	81601	US	5/7/2021
Karen Gentry	141 Donegan Road	CO	81601	US	5/7/2021
Natalia Vann	Washington		20002	US	5/7/2021
Jesse Vaughters	Manchester		17345	US	5/7/2021
Robin Hunt	Chinle		86503	US	5/7/2021
William egger	Minneapolis	MN	55408	US	5/7/2021
Perry Gx	Tustin		92780	US	5/7/2021
Selene Lopez	Greensboro		27409	US	5/7/2021
Sonia Lagerstrom	Austin		78754	US	5/7/2021
Kelly Vargas	Miami		33169	US	5/7/2021
Robin Flatt-Homa	Greeley		80634	US	5/7/2021
Sylvia Lincoln	Glenwood Springs	CO	81601	US	5/7/2021
Heidi Vosbeck	Aspen	CO	81611	US	5/7/2021
Savanah Elliott	Carbondale	CO	98105	US	5/7/2021
Bobbie Lyons	Ballwin		63021	US	5/7/2021
Vivian Eve	Park Avenue		60148	US	5/7/2021
Bethany Ostrowski	Glenwood Springs	CO	81601	US	5/7/2021
Joey Williams	Glenwood Springs	CO	81601	US	5/7/2021
Debbie Davis	Glenwood Springs		81601	US	5/7/2021
Haileigh Brown	Lincoln		68516	US	5/7/2021
Nicole Tupitza	Edinboro		16444	US	5/7/2021
Samantha Thrower	Glenwood Springs	CO	81601	US	5/7/2021
Whyllie Frazier	Denver	CO	80231	US	5/7/2021
Ruth Barnes	Glenwood Springs	CO	81601	US	5/7/2021
Wren Brotzman	Glenwood Springs	CO	81601	US	5/7/2021
James Nolan	Klamath	CA	95548	US	5/7/2021

Mariska Carson	Glenwood springs	CO		81601	US	5/7/2021
Beth Nicol	Dallas	TX		75234	US	5/7/2021
Sandy P	Sunnyvale			94089	US	5/7/2021
ralphie beam	Cumberland			21502	US	5/7/2021
Tianna Davis	Silt	CO		81652	US	5/7/2021
John Barr					US	5/7/2021
Victoria Pichardo	Bloomington			92316	US	5/7/2021
Vera Withers	Rockville			20852	US	5/7/2021
Angelica Curry	New Castle	CO		81647	US	5/7/2021
Jeanne Hoban	Cottonwood	CA		96022	US	5/7/2021
Chicoine Brandon	Naples	FL		81601	US	5/8/2021
Dimitrii Friedrich Schlotter	Denver	CO		80206	US	5/8/2021
Brandon Hansen	Salt Lake City	UT		84118	US	5/8/2021
Lynne Cassidy	New Castle	CO		81647	US	5/8/2021
Kendra Kaufman	Carbondale	CO		81623	US	5/8/2021
Lynnette Barrera	Coulterville	CA		95311	US	5/8/2021
Daniel O'Brien	MILTON			12547	US	5/8/2021
Victoria Herring	Waxhaw			28173	US	5/8/2021
Jennifer Harris	New Castle	CO		81647	US	5/8/2021
Rachel Orosz	Glenwood Springs	CO		81601	US	5/8/2021
Shaina Barefoot	Dunn			28334	US	5/8/2021
Meg Lamb	Glenwood Springs	CO		81601	US	5/8/2021
Kelly Romero	Rifle	CO		81650	US	5/8/2021
meghan davidson	McLeansville			27301	US	5/8/2021
Joan Silvertooth	Carbondale	CO		81623	US	5/8/2021
Marc LATRIQUE	Jackson Heights			11372	US	5/8/2021
Kaleb Blechle					US	5/8/2021
Emailylee Espinoza	Ogden	UT		84401	US	5/8/2021
Suzanne Schramm	Bluff City			37618	US	5/8/2021
Mark Maison	Denver	CO		80210	US	5/8/2021
Jack Rasmussen	Lawrence			66049	US	5/8/2021
Molly Kairn	New Castle	CO		81647	US	5/8/2021
Andrew Titcomb	Richmond			77406	US	5/8/2021
Vereniz Mellinq	Grand Junction	CO		81504	US	5/8/2021
Rhonda Gunderman	Colton	CA		92324	US	5/8/2021
Laurie Chase	Glenwood Springs	CO		81601	US	5/8/2021
Nsncy Brooks	Carbondale	CO		81623	US	5/8/2021
Armando Castillo	Los Angeles			90037	US	5/8/2021
Ella Love	Marshfield			2050	US	5/8/2021
megan brown	Meridian			83646	US	5/8/2021
Krys Moquin	SILT	CO		81652	US	5/8/2021
Darrell Gibson	Hoboken			7030	US	5/8/2021
Karen Barbee	Glenwood Springs	CO		81601	US	5/8/2021
jan hansen	Omaha			68106	US	5/8/2021
marsha kesselring	GlenwoodSprings	CO		81601	US	5/8/2021
Rosa Payan	Glenwood Springs	CO		81601	US	5/8/2021
Terra Squibb	Rifle	CO		81650	US	5/8/2021
Dyan Abrums	Calgary		T2N		US	5/8/2021
Debra Wolf	Glenwood springs	CO		81601	US	5/8/2021
David Stephens	Silt	CO		81652	US	5/8/2021
Dude Perfect	Carlsbad			92080	US	5/8/2021
Dante Medori	Jenkintown			19046	US	5/8/2021
Patrick Gallacher	Glenwood Springs	CO		81601	US	5/8/2021
Jenna Viscuso	Hayward			94541	US	5/8/2021
Yasmine Horton	Bessemer			35020	US	5/8/2021

Johnathan Paliwoda	Glenwood springs	CO	81601	US	5/8/2021
Janna Sorensen	New Castle	CO	81647	US	5/8/2021
Wilson Coleman	Glenwood Springs	CO	81601	US	5/8/2021
Margie Trebesh	Glenwood Springs	CO	81601	US	5/8/2021
Roy Sanchez	Spring		77388	US	5/8/2021
audrey munoz	Riverside		92507	US	5/9/2021
David Paguay	Queens		11368	US	5/9/2021
Jean Gonzales	Parker	CO	80134	US	5/9/2021
Carie Gentile				US	5/9/2021
Shaelynn Castanaga-Acerra				US	5/9/2021
Rosauni Morel	Scranton		18508	US	5/9/2021
Anna Brantley	Bend		97701	US	5/9/2021
Lisa Weder	Las Vegas	NV	89148	US	5/9/2021
kenneth winkler	springfield		61127	US	5/9/2021
Anthony Gallagher	Great Barrington		1230	US	5/9/2021
Sally King	Glenwood Springs	CO	81601	US	5/9/2021
Kenna Cunningham	Bend		97702	US	5/9/2021
Heather Clark	Spokane		99223	US	5/9/2021
avery coon	Azle	TX	76020	US	5/9/2021
Michelle Tonozzi	Saint Paul	MN	55116	US	5/9/2021
Rubi Delatorre	Yakima		98901	US	5/9/2021
Ashlee Reynolds	Glenwood Springs	CO	81601	US	5/9/2021
Ann Moll	Carbondale	CO	81623	US	5/9/2021
Troy McGowan	New Orleans		70131	US	5/9/2021
Wynter Corte	Carbondale	CO	81623	US	5/9/2021
CE S	Marietta		30066	US	5/9/2021
Lakia Kath	Madison		53719	US	5/9/2021
Oneal McConnell	Cleveland		37311	US	5/9/2021
Linda Gabossi	Denver	CO	80204	US	5/9/2021
Emily Feimer	Murrieta		92562	US	5/9/2021
Kristen Manifold	Dublin		43017	US	5/9/2021
Tracey Yajko	New Castle	CO	81647	US	5/9/2021
Phelony Woodard	Springfield		65802	US	5/9/2021
Alyzabeth Mancilla	Houston		77081	US	5/9/2021
Marco mazzoli	Miami		33127	US	5/10/2021
Janet Peterson	Troy		48084	US	5/10/2021
Sebastian Cardoza	San Jose		95127	US	5/10/2021
dilly dilly	Pompano Beach		33071	US	5/10/2021
Kevin Ellington	Peoria	IL	61604	US	5/10/2021
Lila Miller	Stroudsburg		18360	US	5/10/2021
michael Ashley	Hull		2045	US	5/10/2021
Melanie Vargas	San Jose		95127	US	5/10/2021
Sara E	Henrico		23228	US	5/10/2021
Antonio Venturini	Sacramento		95825	US	5/10/2021
Aster Hoffmann	Poway		92064	US	5/10/2021
emily garrison	Tallahassee		32303	US	5/10/2021
Lisette Landaverde	Venice		90292	US	5/10/2021
Abby Keys	Euless		76039	US	5/10/2021
Bryan Schard	Carbondale	CO	816201	US	5/10/2021
MJ Dholl	Des Moines		85027	US	5/10/2021
Mariah Sargent	Brigham City		84302	US	5/10/2021
Meghan Hincher	Kalamazoo		49001	US	5/10/2021
Jana Malallah	New York		10118	US	5/10/2021
Tonya Clenney	Glenwood Springs	CO	81601	US	5/10/2021
Jessica Rabiola	Indianapolis		46239	US	5/10/2021

Suri Nunez	Fort Lauderdale			33319	US	5/10/2021
Christopher Peters	Knoxville			37922	US	5/10/2021
Aaron Bieniek	North Royalton			44133	US	5/10/2021
Mel Roger	Grand Rapids			49505	US	5/10/2021
Breanne Gabossi	Glenwood springs	CO		81601	US	5/10/2021
Mackayley Rossman	Denver	CO		80219	US	5/10/2021
Holly Hester	Fort Collins			80521	US	5/10/2021
dallas carlos	kailua kona			96740	US	5/10/2021
Lisa Wuerker	Denver	CO		80233	US	5/10/2021
David Judd	Denver	CO		80219	US	5/10/2021
briana garcia	El Paso			79928	US	5/10/2021
JOSEPH scarcella	Miami			33126	US	5/10/2021
Laurie Spakanik	Carbondale	CO		81601	US	5/10/2021
Theresa Truelove	Glenwood Springs	CO		81601	US	5/10/2021
Michael Martynek	Glendale Heights			60139	US	5/10/2021
Cole Petri	DeMotte			46310	US	5/10/2021
Kody Gabossi	Glenwood springs	CO		81601	US	5/10/2021
Hector Gutierrez	Miami			33176	US	5/10/2021
jamie cotters	Hermitage			16148	US	5/10/2021
Ruth Bentkowski	Fort Worth			76118	US	5/10/2021
Michelle Zwickl	Glenwood Springs	CO		81601	US	5/10/2021
Dennis Zwickl	Glenwood Springs	CO		81601	US	5/10/2021
Lauren Hoffmann	Carbondale	CO		81623	US	5/10/2021
Jayvee Austria	Honolulu			96815	US	5/10/2021
Sheila Schiesser	Bradenton	FL		34207	US	5/10/2021
Melissa Razo	Bellingham			98225	US	5/10/2021
Jazmine Camacho	New Castle	CO		81647	US	5/10/2021
makayla garcia	Sparta			38583	US	5/10/2021
Mats Rosen	Glenwood Springs	CO		81601	US	5/10/2021
Breanna Pham	Renton			98058	US	5/10/2021
Shawn Pallagi	Noblesville			46062	US	5/11/2021
Nathan Mccrory	Kosciusko			39090	US	5/11/2021
Valerie Leonard	monroe	NJ		8831	US	5/11/2021
Aysia Hall	Hartford			57033	US	5/11/2021
Brandi Vinger	Denver	CO		81623	US	5/11/2021
Rick Zatarain	Glenwood Springs	CO		81601	US	5/11/2021
Mario Candelaria	Brooklyn			11223	US	5/11/2021
Maysah Abudayyeh	Staten Island			10314	US	5/11/2021
Charles Mays	Glenwood Springs	CO		81601	US	5/11/2021
Jason Mitchell	Jacksonville			28540	US	5/11/2021
jade biddings	Baltimore			21212	US	5/11/2021
In Need of real change	Grafton				US	5/11/2021
Bannon Price	Ashdown			71822	US	5/11/2021
Brittany Harvey	Chesterton			46304	US	5/11/2021
Michele Weeks	Lodi			95240	US	5/11/2021
Kamryn A.	Honolulu			96818	US	5/11/2021
Arianny Matos	Newark			7103	US	5/11/2021
Juxtyn Lopez	Guaynabo				US	5/11/2021
Zoey Worthy	Cherry Hill			8003	US	5/11/2021
Dawn Rane	Chicago			60613	US	5/11/2021
Joseph Evasew	Bradenton			34205	US	5/11/2021
Brittany Neadow	Calgary		T3G		US	5/11/2021
Nichole Cooper	Wilmington			19805	US	5/11/2021
Sally Melia	Glenwood springs	CO		81601	US	5/11/2021
Donna Marye	Glenwood Springs	CO		81601	US	5/11/2021

Amanda Rivera	Glenwood Springs	CO	81601	US	5/11/2021
Jane Szucs	Saint Petersburg	FL	33707	US	5/11/2021
James Kucera	Glenwood Springs	CO	81601	US	5/11/2021
Erica Bowman	Glenwood Springs	CO	81601	US	5/11/2021
Jessica Vo	Westminster		92683	US	5/11/2021
Victor Le	Arcadia		91106	US	5/11/2021
Erin Bradshaw	Glenwood Springs	CO	81601	US	5/11/2021
Kay Triplette	Salt Lake City		84115	US	5/11/2021
Elizabeth Fregoso	Chicago		60618	US	5/11/2021
Matt Peck	Cortland		13045	US	5/11/2021
Brad Vierheller	Carbondale	CO	81623	US	5/11/2021
Marguerite Flett	Glenwood Springs	CO	81601	US	5/11/2021
Paula Bell	Alabaster		35007	US	5/11/2021
Kris Hernandez	Keyport		7735	US	5/11/2021
Darrell Stanley	Glenwood Springs	CO	81601	US	5/11/2021
Elaine Fischer	Roanoke	VA	24018-2625	US	5/12/2021
Terri Gardynecki	Cumming		30028-5329	US	5/12/2021
MaryAnne Roberts	Stuttgart		72160	US	5/12/2021
Cesar Villalobos	Los Angeles		90042	US	5/12/2021
Kearstin Cameron	Carbondale	CO	81601	US	5/12/2021
Maureen Fox	Dallas	TX	75204	US	5/12/2021
Oswaldo Deviez	New York	NY	10016	US	5/12/2021
Marie Quarcini	Elwood		60421	US	5/12/2021
Six D	Monongahela		15063	US	5/12/2021
Malia Steward	Broomfield	CO	80023	US	5/12/2021
Kayla York	Hartwell		30643	US	5/12/2021
Vincent Puga	El Paso		79928	US	5/12/2021
Orianny Martinez	Katy		77494	US	5/12/2021
Paul baker	Pinellas Park		33781	US	5/12/2021
olivia dupepe	Covington		70433	US	5/12/2021
Alexa Wickey	Indianapolis		46226	US	5/12/2021
Dennis Drake	Glenwood Springs	CO	81601	US	5/12/2021
Joy Jepsen	Glenwood Springs	CO	81601	US	5/12/2021
Luke Murphy	Glenwood Springs	CO	81601	US	5/12/2021
Libby McNeill	Glenwood Springs	CO	81601	US	5/12/2021
Barb Thompson	Glenwood Springs	CO	81601	US	5/12/2021
Michelle Vogel	Glenwood Springs	CO	81601	US	5/12/2021
Keith Speranza	Glenwood Springs	CO	81601	US	5/12/2021
Ashley Clark	Basalt	CO	81601	US	5/12/2021
Jarrett Cole	Kutztown Pa		19530	US	5/12/2021
jack Mike	Newton		28658	US	5/12/2021
william baird	West Palm Beach		33412	US	5/13/2021
Ross Dodwell	Wake Forest	NC	27587	US	5/13/2021
Kelly Black	Glenwood Springs	CO	81602	US	5/13/2021
Niels Jepsen	Glenwood Springs	CO	81601	US	5/13/2021
Vickie Harris	New Castle	CO	81647	US	5/13/2021
Amanda Emerson	Glenwood Springs	CO	81601	US	5/13/2021
Trudy Jagger	Lakewood	CO	80232	US	5/13/2021
mae brooke	Daphne		36526	US	5/13/2021
Mari Columbie	Pompano Beach		33068	US	5/13/2021
Mike Hills	Aspen	CO	81611	US	5/13/2021
Russell Brown	Glenwood Springs	CO	81601	US	5/13/2021
Kimberlie Chenoweth	New Castle	CO	81647	US	5/13/2021
Alex Wanat	Olney		20832	US	5/13/2021
Nancy Thornton	Molena	GA	30258	US	5/13/2021

Christine Reilly	Glenwood Springs	CO	81601	US	5/13/2021
Carlyn Naegle	Sandy		84070	US	5/13/2021
Roberta Villemaire	Glenwood Springs	CO	81601	US	5/13/2021
Carter Thrift	Jacksonville		32210	US	5/13/2021
angelina tomaino	San Antonio		78258	US	5/13/2021
Tayla V	Thornton		80241	US	5/13/2021
Rosalind Prince	Baltimore		21218	US	5/13/2021
Shay Partin	Mansfield		44905	US	5/13/2021
Olivia Garreffa	Stafford Springs		6076	US	5/13/2021
Mark Bean	Carbondale	CO	81623	US	5/13/2021
Madeleine Lortz	Laurel		20723	US	5/13/2021
Carol Raffo	Belmar		7719	US	5/13/2021
Nancy Genova	Glenwood Springs	CO	81601	US	5/13/2021
Caryl Bittenbender	Puyallup	WA	98372	US	5/13/2021
Mark Smith	Portland	OR	97217	US	5/13/2021
Mindy White	Glenwood Springs	CO	81601	US	5/13/2021
Rebecca Kramer	Glenwood springs	CO	81601	US	5/13/2021
Ivey Johnson	Miami		33176	US	5/13/2021
Carol Smith	Henderson		89044	US	5/13/2021
Anonymous .	Rye		10580	US	5/13/2021
Jennifer Parsons	Springfield		65810	US	5/13/2021
Eliana Riciputi	Glenwood Springs	CO	81601	US	5/14/2021
Carol Opeka	Golden	CO	80401	US	5/14/2021
Garrett Engstrom	Old Town		4468	US	5/14/2021
Cayden King	Bakersfield		93312	US	5/14/2021
Clara Cruz	Shrewsbury		1545	US	5/14/2021
shannon friedman	Lemon Grove		91945	US	5/14/2021
Connor Mcvey	O Fallon		63368	US	5/14/2021
Justin Demontigny	Raleigh		27610	US	5/14/2021
Ave Blanc	Grants Pass		97527	US	5/14/2021
Hannah Burrows	Rancho Santa Margarita			US	5/14/2021
David Huang	Arcadia		91007	US	5/14/2021
Hannah Stevenson	Grosse Pointe		48236	US	5/14/2021
Kevin Hamilton	Kalispell	MT	59901	US	5/14/2021
Candice Lyford	Vincent		35178	US	5/14/2021
Frederick Brooks	Oklahoma City		73115	US	5/14/2021
Shannon Wright	Frankfort		92656	US	5/14/2021
Christon Tucker	Courtland		35618	US	5/14/2021
Linda Stoltzfus	St. George	UT	84770	US	5/14/2021
Han Hogen	Boston		2108	US	5/14/2021
Emma Perozo	Miami Springs		33166	US	5/14/2021
Sawyer Holland	Greenwood		29649	US	5/14/2021
Allie Santoro	Lawrence Township		8648	US	5/14/2021
Abraham Avila	Canoga Park		91304	US	5/14/2021
Isqotsxoyan Scott	Hoopa		95546	US	5/14/2021
Stephanie Lopez	Immokalee		34142	US	5/14/2021
Sofee Galloway	Tucson		85704	US	5/14/2021
William Lu	Arcadia		91006	US	5/14/2021
Jesse Ha	Arcadia		91007	US	5/14/2021
Kyle Sherman	Rensselaer		12144	US	5/14/2021
Janniel Arias	Little Falls		7424	US	5/14/2021
Anne Dakin	Glenwood Springs	CO	81601	US	5/14/2021
Mark Gibson says NO!!!!!	Glenwood Springs	CO	81601	US	5/14/2021
Ivan Liggett	Stuart		34997	US	5/14/2021
Ann Conney	Consett		DH8 7BQ	US	5/14/2021

Julie Wiebe	Winnipeg		R2M0j4	US	5/15/2021
Vidya Despain	West Jordan		84081	US	5/15/2021
Trinity Malone	Sacramento		95833	US	5/15/2021
Andrea Seifert	Glenwood springs	CO	81601	US	5/15/2021
Angelica Urquidez	Los Angeles		90059	US	5/15/2021
Zam Hander	Sandusky		44870	US	5/15/2021
Chelsea Victoria	san jose		95008	US	5/15/2021
Anahi Silva	Pharr		78577	US	5/15/2021
Mimo Natsuo	Hilliard		43026	US	5/15/2021
Heather Pollnow	Jensen Beach		34957	US	5/15/2021
Maria Miranda	Brooklyn		11222	US	5/15/2021
xiao ping Liu	Arcadia		91006	US	5/15/2021
Mark Hong	Arcadia		91016	US	5/15/2021
Sidney Mcwilliams	Harrogate		37752	US	5/15/2021
Pauline Hui	Arcadia		91006	US	5/15/2021
Julieann Shapiro	Bradenton		34211	US	5/16/2021
Michelle Lai	Sunnyvale		94087	US	5/16/2021
Jorge Millán Santos	Chesapeake		23323	US	5/16/2021
Joanne Stanley	Glenwood Springs	CO	81601	US	5/16/2021
Elaine Becker	Roanoke		24018	US	5/16/2021
Alexis Novitski	Mesa		85212	US	5/16/2021
Ashley Ayala	Humble		77346	US	5/16/2021
Adam Thomas	Palm Harbor		34683	US	5/16/2021
Angela Cheng	Alhambra		91801	US	5/16/2021
Robert Evans	Erie	PA	16507	US	5/16/2021
Kylie Rameau	Westminster		1473	US	5/16/2021
Yien Fang Ma	Arcadia		91007	US	5/16/2021
no name no name				US	5/16/2021
Jazzy B	Lincoln		2865	US	5/16/2021
Genie Kelley	Bend	OR	97703	US	5/16/2021
Erica Sims	Georgetown		40324	US	5/16/2021
Caitlin Juba	Milford		1757	US	5/16/2021
hongmei li	Monrovia		91016	US	5/16/2021
Sherry Chen	Arcadia		91006	US	5/16/2021
Riley Witter	Portland		97214	US	5/16/2021
Alex Hariis	Des Moines		50316	US	5/16/2021
Trisha Christensen	Joliet		60436	US	5/16/2021
Erin Wiencek	Payson	UT	84651	US	5/16/2021
alijah mcshan	Chattanooga		37405	US	5/16/2021
May Cheung	Los Angeles		90001	US	5/16/2021
Vicangelina Macias	El Monte		91732	US	5/17/2021
katja Cooper	Kensington		94707	US	5/17/2021
Jane Wang	Arcadia		91007	US	5/17/2021
Sally Yang	Arcadia		91007	US	5/17/2021
Frida Rivera	Houston		77035	US	5/17/2021
Blanka Ordaz	Chicago	IL	60623	US	5/17/2021
Angel Cheung	Arcadia		91007	US	5/17/2021
Katrina Bartels	Chicago		60642	US	5/17/2021
Amy Ku	Pasadena		91101	US	5/17/2021
Phil Melville	Tampa		33611	US	5/17/2021
ttt Lll	Bronx		10456	US	5/17/2021
William Lo	Los Angeles		90062	US	5/17/2021
Coco Covarrubias	Arcadia		91006	US	5/17/2021
Carol Fu	Arcadia		91007	US	5/17/2021
Luke Wallace	Smithfield		2917	US	5/17/2021

MING WONG	Phoenix		85037	US	5/17/2021
Lang Yen	Irvine		92614	US	5/18/2021
Hana Lai	Los Angeles		91007	US	5/18/2021
Vance Gabossi	Glenwood Springs	CO	81601	US	5/18/2021
David Eng	Arcadia		91007	US	5/18/2021
Michael Gross	Glenwood Springs	CO	81601	US	5/19/2021
grant gross	Glenwood Springs	CO	81601	US	5/19/2021
Whitney Gross	Glenwood Springs	CO	81601	US	5/20/2021
Greg Jeung	No Name	CO	81601	US	5/21/2021
Joan McGavock	Glenwood springs	CO	81601	US	5/21/2021
Vicki Sutton	Carbondale	CO	81623	US	5/21/2021
Jennifer Smith	Glenwood Springs	CO	81601	US	5/21/2021
Joan Troth	Glenwood Springs	CO	81601	US	5/21/2021
Sheryl Steiner	Glenwood Springs	CO	81601	US	5/21/2021
Isaac Lopez	Glenwood Springs	CO	81601	US	5/21/2021
sharon haller	Glenwood Springs	CO	81601	US	5/22/2021
Bebe Merceron	Brooklyn		11205	US	5/22/2021
William Derryberry	Oviedo		32765	US	5/23/2021
Anthony Celauro	Syosset		11791	US	5/23/2021
Encarnacion Salas	Fort Lauderdale		33321	US	5/23/2021
Luke Barry	Austin		78713	US	5/23/2021
Joshua Grady	Hendersonville		37075	US	5/23/2021
Aloe Vera	Silver Spring		20902	US	5/23/2021
Peytin Lamp	Bridgeport		26330	US	5/24/2021
Krista Ward	Glenwood springs	CO	81691	US	5/24/2021
ryan thomas	Chicago		60614	US	5/24/2021
Ailyn Seanz	Breckenridge		80424	US	5/24/2021
Jackson Snow	Burleson		76028	US	5/24/2021
Gemma Scheble	Chicago		60639	US	5/24/2021
JiYoung Kim	San Marcos		92069	US	5/24/2021
Arlene Bassett	Kapolei		96707	US	5/24/2021
Hayden Horton	Barnwell		29812	US	5/24/2021
Kenneth Mcdaniel	Ava		65608	US	5/24/2021
Tami Licquia	FISHERS		46038	US	5/25/2021
Patrice Wallace	Santa Cruz	CA	95060	US	5/25/2021
Emily Tucker	Bend		97702	US	5/25/2021
Kathleen Winchester	Arvada		80003	US	5/25/2021
Frank Garcia	Fort Lauderdale		33317	US	5/26/2021
Ahmed Ali	Jersey City		7304	US	5/26/2021
Lexi Fay	Olympia		98501	US	5/26/2021
徐 蔚	Columbia		65201	US	5/26/2021
Erin Reed	Livingston	NJ	7039	US	5/26/2021
Raymond Valentin	Union city		7087	US	5/26/2021
Tahembi Simmons	Los Angeles		90020	US	5/26/2021
Hayden Taylor	Watauga		76148	US	5/26/2021
Violet Frazier	Dallas		75228	US	5/26/2021
Juliette Nelson	Glenwood Springs	CO	81601	US	5/27/2021
Laurie Osier	Glenwood Springs	CO	81601	US	5/31/2021
Carla Thompson	Bardonia		10954	US	6/1/2021
Sherish Akula	Fremont		94536	US	6/2/2021
Ryan Prather	Edgewater		32141	US	6/4/2021
Jennifer Quinn	Brevard		28712	US	6/9/2021
Jack Colacino	Caldwell		7006	US	6/10/2021
Maron Finley	Bastrop		78602	US	6/14/2021
Jack Colacino				US	6/14/2021

Reynolds Virginia Reynolds	Carbondale	CO	81623	US	6/16/2021
Eleanor Kenyon	Hays	KS	67601	US	6/16/2021
Barb Embry	Glenwood Springs	CO	81601	US	6/16/2021
Rachel Boyer	Glenwood Springs	CO	81601	US	6/16/2021
Lora Keller	Cedar Rapids	IA	52404	US	6/16/2021
Mark Howard	Carbondale	CO	81623	US	6/16/2021
Casey Walter	Denver	CO	80205	US	6/17/2021
Christina Sullivan	Glenwood Springs	CO	81601	US	6/17/2021
Jamie Devine	Thornton	CO	80241	US	6/17/2021
Danielle Reschke	Carbondale	CO	81623	US	6/17/2021
Rilla Snyder	Glenwood Springs	CO	81601	US	6/18/2021
Carrie Douglas	New Castle	CO	81647	US	6/18/2021
John Kramer	Marshfield		2050	US	6/22/2021
Jennifer Borges	Riverside		92503	US	6/28/2021
P Welch	Carbondale	CO	81623	US	6/30/2021
Denise Aldridge	Garner	NC	27529	US	6/30/2021
Travis & Carolyn Komidar	Holley	NY	14470	US	6/30/2021
Sarah Walling	Castleton On Hudson	NY	12033	US	6/30/2021
Paul Blackburn	Elizabethtown	KY	42701	US	6/30/2021
doria wosk	miami	FL	33116-3356	US	6/30/2021
Nancy Niemeir	Tucson	AZ	85711	US	6/30/2021
Roger Kulp	Albuquerque	NM	87112	US	7/1/2021
Mary Ann Viveros	Mayfield Hts.	OH	44124	US	7/1/2021
Richard Reece	Waynesboro	GA	30830-7023	US	7/1/2021
jayasuriya premalal	4101 Feldkirchen An Der Donau	AS	4101	US	7/1/2021
James Timothy Davis	Washington	DC	20011	US	7/1/2021
Kristen Parker	Greenville		29607	US	7/2/2021
Cynthia Trevino	Jupiter		33458	US	7/6/2021
George Lantz	Valrico		33596	US	7/7/2021
Mónica Hernández	Bastrop		78602	US	7/9/2021
Kelly Bender	Glenwood Springs	CO	81601	US	7/14/2021
Cathy Packler	South San Francisco	CA	94080	US	7/14/2021
Aaryn Willcuts	Glenwood springs	CO	81601	US	7/14/2021
TAMMY REYNOLDS	NEW CASTLE	CO	81647	US	7/14/2021
Clara Chi	Rifle	CO	81650	US	7/14/2021
Kara McNeil	Aspen	CO	81611	US	7/14/2021
Dylan Owens	Santa Fe	NM	87505	US	7/14/2021
Deborah Herrell	Glenwood Springs	CO	81601	US	7/14/2021
Rachael Goldberg	Fairhope	AL	36532	US	7/14/2021
Joseph Gamble	Glenwood Springs	CO		US	7/14/2021
Brian Walker	Glenwood springs	CO	81601	US	7/14/2021
Bonnie Embry	Aspen	CO	81601	US	7/14/2021
Kim Reneau	Glenwood Springs	CO	81601	US	7/14/2021
SUZY BARBEE	Glenwood Springs	CO	81601	US	7/14/2021
Andrew Ostrowski	Glenwood Springs	CO	81601	US	7/14/2021
Gretel Newman-Sugrue	Palmerston			New Zealand	7/14/2021
Denise Stewart	Glenwood Springs	CO	81601	US	7/14/2021
David Childress	Glenwood Springs	CO	81601	US	7/14/2021
Julie Boughton	Oak Park	IL	60304	US	7/14/2021
Edward Mavridis	Glenwood springs	CO	81623	US	7/14/2021
Keith Galloway	Fairhope	AL	36532	US	7/14/2021
Taylen Cameron	Glenwood Springs	CO	81601	US	7/14/2021
Lindsey Constance	Salt Lake City	UT	84109	US	7/14/2021
Dianne Nelson	Glenwood Springs	CO	81601	US	7/14/2021
Michelle Kenney	New Castle	CO	81647	US	7/14/2021

Kenneth Lieth	Rifle	CO	81650	US	7/14/2021
Lisa Jamsen	Tampa	FL	33610	US	7/14/2021
Carlos Ulloa	Aspen	CO	81601	US	7/14/2021
Miles Rattet	Glenwood Springs	CO	81601	US	7/14/2021
Dustin Weller	Glenwood Springs		81601	US	7/14/2021
Yolanda Vallejo	Aspen	CO	81611	US	7/14/2021
Deborah Williams	Glenwood Springs	CO	81601	US	7/15/2021
Jenny Cutright	Glenwood Springs	CO	81601	US	7/15/2021
Melinda Miller	Denver	CO	80211	US	7/15/2021
Kimberly Hopkins	Glenwood Springs	CO	81601	US	7/15/2021
Amerie Guevara	Cochran		31014	US	7/15/2021
Tajeer Robinson	Maplewood		7040	US	7/15/2021
Theo Kurokawa	Southfield		48075	US	7/15/2021
Jaimie Sawyer	Queen Creek		85142	US	7/15/2021
Julia Alamilla	Bakersfield		93311	US	7/15/2021
Siyum Tefera	Columbus		43213	US	7/15/2021
Aaliyah Woods	Rancho Cucamonga		91730	US	7/15/2021
Steve Sundermann	Glenwood Springs	CO	81601	US	7/15/2021
Loyd Scott Wormell	Glenwood Springs	CO	81601	US	7/15/2021
Siris Baker-Koontz	Denver	CO	80234	US	7/15/2021
Colleen Raponi	Pavilion	NY	14525	US	7/15/2021
Luana Olson	Aspen	CO	81611	US	7/15/2021
Susan A Hollinger	Fairhope	AL	36532	US	7/16/2021
Marylee McIntyre	Joshua Tree	CA	92252	US	7/16/2021
Linda Jamsen	Grand Junction	CO	81506	US	7/16/2021
William Denney	Bluefield	WV	24701	US	7/16/2021
Emily Finch	Glenwood Springs	CO	81601	US	7/16/2021
Tiffany Sauve	New Castle	CO	81647	US	7/17/2021
Kaitlyn Jasperson	Omaha	NE	68135	US	7/17/2021
Jacqueline OBrien	Glenwood Springs	CO	81601	US	7/18/2021
Angel Mosqueda	Commerce city		80022	US	7/18/2021
Chris Krouse	Mullica Hill		8062	US	7/18/2021
Luke Reker	AURORA		44202	US	7/18/2021
Agim Demirovski	Staten island	NY	10310	US	7/18/2021
Olivia Wilhite	Saint Peters		63376	US	7/18/2021
Ricardo Lopez	El cajon		92020	US	7/18/2021
Jennifer Jicha	Reno		89508	US	7/18/2021
Jessica Welch	Leitchfield		42718	US	7/18/2021
Stephen Lykins	Duluth		30096	US	7/18/2021
Dan Staples	Braintree		2184	US	7/18/2021
Kaleb Brown	OFallon		62269	US	7/18/2021
GERRILYN RYAN	Waltham		2451	US	7/18/2021

4728 County Road 154

Glenwood Springs, Co. 81601

March 16, 2021

Community Development Department

Members of the City Council,

I am a 60 year resident of Glenwood Springs. I recently bought a townhouse close to the proposed 214 Center Drive development and plan to move in within a year. While there have been many changes in Glenwood since I moved here, Glenwood is still a desirable place to live. I think we need to take a hard look now to see what the future Glenwood will look like. I feel that the annexation and the proposed build out of this property is totally inappropriate for the long term good of Glenwood. I think that we are building too many apartments for the city population and many of the occupants of these apartments are not invested in their neighborhood or the city. We are housing the up valley work force. We need more places for families to move into a first time house and to reap the benefits of home ownership. All of the things that people are against in any development are doubly true for this monstrous development. The increased traffic; noise and light pollution; school, road, infrastructure impact; and water and sewer issues are all negative reasons to question this development.

The existing roads in the area are totally inadequate for increased traffic. This includes Donegan and Mel Ray Roads. Safe pedestrian and bike infrastructure along both of these roads needs to be included. The increased density from 4-5 units/acre to 29/acre is very inconsistent with the surrounding Western Hills subdivision area. The abrupt change between single unit residential to a four story building is stark. I agree with the Garfield County Community Development Director that a transition density should be considered consisting of townhouses, duplexes and single family houses. The other part of the development should be decreased to 3 stories and moved closer to the mall to preserve site lines of the existing homes. As always, parking will be an issue and it needs to be determined that each unit needs a minimum of 2 parking spaces. A three bedroom unit could have up to 6 drivers living in it. There should be no parking along any of the streets.

Because Glenwood is looking to increase its sewer and water rates a total of over 100% in the next 10 years, I feel that adding 1000+ residents is a slap in the face to the citizens who have been saddled with providing the services. We are looking at potential water issues from the fire

and adding more demands is inappropriate. The developer will come to the city and ask for reduced impact fees for roads, schools, water, etc., etc. They always do and it's always granted. I think most of us are tired of that.

There was a recent study done on the potential for lives and structures lost unless the South Glenwood bridge was built. I don't think a study even needs to be done for this subdivision because there will be a stark increase in potential loss of life and property from fires if this annexation and development is allowed as envisioned. I have seen nothing that has been discussed about improved evacuation of the entire West Glenwood area.

While I believe that eventually this development will be passed, I hope that the county's recommendations and citizens input will be considered and a much lower density with a variety of housing units will be seen as more appropriate for the neighborhood and city.

Thank you,

Cindy Ryman

Cindy Ryman

In Regards to the West Glenwood Pasture development I would like to list some major concerns.

I honestly wonder how many people need to be packed into this valley. The traffic is already horrific. Any bump in the flow causes major backup.

This is supposed to be a place for tourism so I wonder how building more and more housing compliments coming here for vacation. We use to be the hub for entertainment and yes we have the pools and Adventure park, but no movie theatre (we use to have 2), no bowling alley, nothing for the locals to have activities for families. I would rather see some kind of retail in that pasture.

Most concerning is we have no evacuation plan for fires. I have property on the Mitchell Creek Road and have lived thru all the fires, but the last two fires we knew we had no way to escape. West Glenwood can't move and no one will get serious till we actually have a disaster and burn up. Last Fire I got the code for The Storm King Ranch gate as I knew if I had to evacuate the only way out was up, whether that would be the safest route or not.

Also the traffic at the school is horrendously backed up on all surrounding roads at drop off and pickup. We just CANNOT handle more traffic out here. The roads are parked up all around the school with teacher's cars which prohibits being able to see pulling out onto Donegan during school hours. Where are these additional people going to park? We know what they allotted for parking is not going to work as every family has several cars and sometimes work vehicles.

This is a huge area for walkers, walkers with their dogs, children and even the school walks the kids up the Mitchell Creek road occasionally. Donegan and surrounding roads have no sidewalks. It's already dangerous ensuring your not getting close when driving by the hikers, sometimes on both sides of the road. Cars drive too fast out here. Having that many more people on the road will guarantee we have some kind of accident.

Lastly we have lack of law enforcement. I have called the sheriff's office many times asking them to patrol the roads and rarely see them. We have many sketchy things going on in West Glenwood, but closer to home for me is the Mitchell creek Road. I see cars all thru the night going up and down a dead end road. Several pullouts up there are trashed with condoms, drug paraphernalia, and loads of beer bottles and additional trash. More people is going to add to this problem.

This is personal, but it's just quality of life. My husband was born and raised here and I have been here for over 40 years. We realize change is inevitable, but what Glenwood has become is a stressful place with the amount of people and building and such a joke as nothing is affordable housing. Our children born and raised here have been out priced to afford a house of their own. It used to have a small town atmosphere that is just getting lost with the almighty dollar. We still have some peace in W Glenwood and as our signs say still a place for open space. I beg the council to have some kind of vision for the town and people that live here.

Respectfully,

Lee Bowles

From: NANCY BROOKS <nancybrooks179@comcast.net>
Sent: Friday, March 19, 2021 12:12 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Proposed apartment development on Donegan Road

Gretchen Ricehill
City Planning
Glenwood Springs, Colorado

Dear Gretchen,

Since my last letter concerning the proposed large apartment complex on Floyd Diemoz' land in West Glenwood, there have been
two fires that have involved huge traffic issues where residents have attempted to exit to I-70. Two of my friends were trapped for five hours. If there were another fire after these apartments were built there would be hundreds more cars attempting the exit and possible lives lost. The other bad traffic situation involves both the Charter School and the Middle School. Morning and afternoon both school buses and small children are driving and walking along a road with no sidewalks, with once again hundreds of cars from the apartments.

Glenwood cannot be expected to provide housing for Aspen, Gypsum, New Castle, etc. As they say "Build it and they will come!" Floyd and John Diemoz are wonderful contractors and could either sell the property or build single story patio homes which are greatly needed here. We have several friends who have moved away because they could not find those here. Just today, March 19, Rob Anderson wrote an excellent letter to the newspaper about how our narrow valleys will be ruined with over development. Do we want to look like another Vail? Floyd himself built our home on Mitchell Creek twenty five years ago and we have loved the rural feel yet are close to the downtown area. A giant apartment complex with people constantly moving in and out will spoil this ambiance!

I ask the city and P and Z to consider all these things and not allow this to be built.

Thank you,
Nancy Brooks
0179 Creekside Court
Glenwood Springs, Colorado
970-928-8189

From: Michael Hoban <hobdog49@gmail.com>
Sent: Thursday, March 18, 2021 1:55 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We have lived in Glennwood over 50 years. West Glenwood for 35 years. We used to have lots of open space here. The horse pasture is all we have left.
A Cincinnati developer wants to build 360 units in that pasture. This is 1200 people and 900+ vehicles. This would be a 35% increase in our population in West Glenwood
The impacts would be enormous! All our infrastructure would be completely in adequate. Schools roads, traffic etc. would be overwhelmed!
Scariest and most dangerous impacts Are with fire and flooding. If I 70 is closed in South Canyon ,many thousands of commuters would be stuck. This happened last summer with a small, quickly contained(Thank goodness) fire close to South Canyon. I 70 closed and traffic backed up halfway to Carbondale. Every road in Glenwood was full of parked traffic for almost 8 hours .people would have been running for their lives with, with death likely. This extremely serious. We have no way to escape and our infrastructure is not even adequate for current residents. Please deny this application. Thank you,
Michael Hoban
Send
From: Annie Stephens <britican@comcast.net>
@gmail.com
Subject: Fwd: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my iPad

Begin forwarded message:

From hobdog49@gmail
Date: March 16, 2021 at 1:13:08 PM MDT
To: gretchen.ricehill@cogs.us
Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by

Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked untill long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely,

but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. **Impact on West Glenwood**

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm

King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

Dear Ms. Ricehill and Planning and Zoning Commission,

I'm writing on behalf of the R2 Partnership proposal for the pasture behind the Glenwood Springs Mall. If urban renewal is the eventual plan for West Glenwood, please consider how this project "substantially impairs…the sound growth of the municipality…and is a menace to the public health, safety, morals or welfare" of West Glenwood residents. (This quotation was taken from the definition of a blighted area in the West Glenwood Springs Urban Renewal Plan.) West Glenwood is blighted enough. According to the West Glenwood Springs Urban Renewal Conditions Survey, "10 of the 11 total possible (blight) factors are present at varying degrees of intensity, but all at levels considered significantly adverse." Yes, West Glenwood is in need of improvement, but adding that many people to an area that already has evacuation problems is simply not safe.

The annexation and approval of a project this size requires you to think beyond monetary impact, and place yourselves in our shoes. The scope of this project puts West Glenwood residents in harms way. Recently a gas leak in south Glenwood Springs left many residents feeling trapped. This was the exact experience West Glenwood residents felt during the 111 Fire last summer. My dear friend wrote a letter to Mayor Godes after the gas leak incident. In his response he said, "Rest assured I am working to add a full-time Emergency Manager position to ensure our evacuation routes are established and fully known." This is great! But since many of us reside in county, would this position help us when another fire occurs?

Community education of evacuation routes is necessary. From 3:30 p.m. - 11:30 p.m. we were gridlocked out here due to the 111 Fire. And many of us don't even have access to sidewalks! Should that fire have jumped the ridge, what would we have done? It would've been absolute chaos. When do lives take precedence over profit? The time to work on these efforts is now. Please deny this project until further community education efforts of evacuation protocols are achieved. By now we know the question of another fire is not if, it's when. The developers are proposing a total of 360 dwellings. The addition of that many people and vehicles is an alarming thought when it comes to the occurrence of another fire, mudslide, etc.

In April 2007 a Wildland Urban Interface Community Wildfire Protection Plan was prepared for the Glenwood Springs Fire Protection District. Within that plan much of West Glenwood has a hazard rating of very high to extreme. The only extreme rating in all of Glenwood Springs! Do

these types of plans from previous years get discussed when such developments are on the table? If so, I hope this document provides enough information to make a decision in terms of safety for the residents of West Glenwood. This plan was created in 2007. Environmental conditions have only worsened. All one has to do is take a look at the U.S. Drought Monitor for Colorado to see that Garfield County is in extreme to exceptional drought on the intensity scale. Let us use this time after the Grizzly Fire to think more thoroughly about the impact of overdevelopment to not only the people within our community, but to the land, water and air we all share. The renewal of West Glenwood is needed. But the biggest question we must ask ourselves is, at what cost? The true cost, that is.

Thank you for your time,

Lacy King

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>
Sent: Thursday, March 18, 2021 2:25 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood pasture development proposal

To
Gretchen Ricehill

Outside of the fact that West Glenwood comprised of a large percentage of the city's population total , has only until recently been able to have adequate road and sidewalks built . There are no open space/park areas more than the size of a pitifully small pocket park not even part of the city , to bring it up to any comparison with other parts of the city. Two Rivers park serves that area across from the Colorado River. There's a large field behind the High School for that area.. there is the large park areas serving South Park. Please tell me where children can anywhere at all areas North and West of the Colorado River. Contemplating for more less than two minutes reveals to anyone the impact of this very large development proposed by R2partnership would have .

There is Nothing in the plans that reveal anything more than buildings and concrete with barely any publicly assessable green space at all . Where will these very large numbers of people go to walk their dogs? Or park their overflow cars? This is a development by an out -of -state developer. The plan shows that it's been unbelievably ill conceived. It will have a density far beyond what would allow for timely possibly life saving egress from our roundabouts to the rest of the city IN THE BEST OF TIMES .. let alone rush hour. There had better be law and code enforcement ready to take on more calls. One can only imagine the scenario : the ensuing traffic up and down the entire length of Donegan Rd, the length of Mitchel Creek. The traffic impact on Mel Ray, Soccerfield, Storm King, Center Drive.
This development's impacts will affect every citizen in their daily commutes over roundabouts abd bridges up and down our Valley and Canyon connections . Not to mention the people that daily travel from all over to use West Glenwoods schools .
I am a long time citizen of West G . I am a senior who simply seeks to walk safely on adequate sidewalks to continue to enjoy the advantages of living where I have chosen to live . I do not seek to move , nor can I simply up and move out of despair for what West G is developing into for lack of good foresight.
Very recently Mayor Godes , from his home , had experienced what it was like for thousands of citizens to feel trapped when / if emergency evacuation were necessary. This situation in South Glenwood involved the gas leak which shut down for hours the possibility for people to go about leaving their homes , businesses and schools . This was a gas leak . What about wildfire situations such as was visited upon our city for a very large part of last summer.
It simply gives me a great deal of distress to think that city officials cannot seem to think in terms of safety and environment , quality of life (including safety from roaming dogs, impacts of homeless people: law and code not even barely adequate even now before thousand if more people descend upon the finite resources of space and negotiable terrain that exits in West G. Last summer (and for many previous summers) was one of constant tension as to which way the wind would blow.

I am confident that I do not speak in hyperbole. Many Glenwood , as well as West Glenwood citizens feel as I do. Many feel defeated that the only thing that stands to gain , it seems are in the pockets of a very few people who could care less about any other consideration other than extremely shortsighted economic gain . Can our city move beyond an intellectually limited concept of what it means to promote and plan for a thriving , inviting , well organized community . It would seem that economic development

need not to be divorced from what is well planned, well paced , and meets the needs for quality of life and environment for most.

Respectfully,
Bobbie Meriwether

-----Original Message-----
From: Tim Porter <timabq@msn.com>
Sent: Tuesday, March 16, 2021 1:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood pasture

Gretchen,
My name is Tim Porter and I live at 34Gamba Dr, Glenwood Springs CO 81601. If feel very strongly that any development of the pasture should only have car access thru the mall property and no access to Donegan rd . The mall will no doubt increase in value and occupancy if the pasture is developed and so even if that means that part of the mall is opened to create enough road sidewalk and bike paths this is necessary. Donegan cannot handle this traffic and it would bring values down. I also feel that maximum parking should be made and a park and possibly a small fishing pond like the tree farm development in Willits.
Thanks Tim Porter 505-553-2207

Sent from my iPhone

From: Annie Stephens <britican@comcast.net>
Sent: Tuesday, March 16, 2021 1:13 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Proposed Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the annexation and initial zoning of the above property as requested by Glenwood Partnership LLC and the subsequent development of the 12.5 acre land currently under contract with R2 Partnership LLC.

We recognize that the Roaring Fork Valley may have a housing need, but to allow a developer to build 360 units with 1,200 rental tenants with only 650 parking spaces in such a rural neighborhood is a concern for us on many levels. We are in agreement with everything addressed by Garfield County in their referral comments letter but these are our top four concerns.

1. **Safety**

The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, was a clear demonstration of what happens in West Glenwood even during a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked untill long after 10 pm. We have heard similar reports as a consequence of previous local wildfires.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading

to **A SINGLE ROAD - Highway 6**. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts safe evacuation of all of our residents.

To add another 1,200 residents to the rural area of West Glenwood, which according to the Census Department had almost 3,100 residents in 2018 and is now probably in the region of 3,500+ would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and preschool or daycare facilities. Much like the residents of Four Mile/Oak Meadows/airport area we have **ONE SINGLE ROAD** to evacuate the area.

2. **Impact on West Glenwood**

In the City's document "Rezoning to Planned Unit Development (PUD) Application Guide & Checklist" it states under Review Process item 4 "The intensity of development in the proposed zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood". To allow this land to be zoned to build approximately 360 units WILL significantly and adversely affect this area (which is mainly comprised of single family homes on 1/5-1/4 acre plots). Not only is the density far too high but the planned three/four level units will affect the nearby single family properties greatly both in terms of traffic, noise, lighting, pollution, privacy and views.

Most families in the Roaring Fork Valley use vehicles to get to work, some families have both personal vehicles and work vehicles. Adding 1,200 people to this area will bring in excess of 2,000 additional vehicles to our streets and will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking

lot. The current infrastructure of West Glenwood and particularly the roads leading to Highway 6 are not built for this additional traffic. COVID has dramatically reduced traffic, and any traffic studies completed during this last year will not reflect the reality of the area. We urge you to take this into account.

3. **Proximity to the Two Rivers and Montessori Schools**

Currently, the developers plan to have an exit immediately opposite these schools. Even if they move the exit to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable. Many of the Two Rivers students use the current roads to walk or bike to/from their homes. The developers original plans also had a swimming pool, gym and possible bar area within 100 feet of these schools.

4. **Green space**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife as well as removing land which can also serve as a fire break in the event of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley.

In conclusion, if there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe.

We urge you to reject this annexation and rezoning application or at the very least to limit the development of the land to a minimum

number of buildings/units (ideally similar to the density of the properties in the neighborhood).

Thank you for your consideration.

Randy & Annie Stephens
0041 Ponderosa Circle
Glenwood Springs

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Friday, March 19, 2021 4:06 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development at 214 Center Drive

I have been a resident of of 0060 Ponderosa Circle, West Glenwood Springs, CO for 49 years and have experienced much growth and changes. The proposed West Glenwood development of 360 units at 214 Center Drive is of great concern to me as it will be an enormous impact on our existing infracsture, roads, utilities, emergency services (police, sheriff, fire department), schools, traffic, etc.

This will create a dangerous and safety situation for the students and teachers at the close proximity of the Two Rivers School which already has a traffic congestion problem and then to add another 500-1,000 vehicles from the proposed rental units.

I experienced the Storm King Fire and the Coal Seam Fire. West Glenwood was evacuated with the Coal Seam Fire and that caused an immense dangerous problem getting to I-70 even though it is within 1/4 mile from me and other residents. We were trapped and stuck in traffic for awhile. On August 4th of this year there was a small fire about 4:30pm on the north side of I-70 close to South Canyon. I happened to be at the Meadows Shopping Mall which is 2.3 miles from my house and decided at 7:00pm to come home knowing the fire was extinquished. Because of the traffic jams these fires create it took me 3 1/2 hours to be in my garage. This

was horrifying experience at the age of 80 who does not drive after dark. Never again do I want to be in that situation again with added vehicles in the neighborhood.

Patio homes or single dwelling homes would be much more complimentary to West Glenwood Pasture at 214 Center Drive and needed more than rental apartments as we have seniors moving away from Glenwood because of the lack of this sort of homes.
Homeowned dwellings would be a better choice than rentals.

I also am concerned that the contractors would not be from this area which would mean building costs and rental dollars leaving the area.

Pray that the residents of West Glenwood and all of Glenwood concerns would be heard and considered for the betterment of all.

Sincerly,
Gwendolyn

From: cojeffp@gmail.com <cojeffp@gmail.com>
Sent: Friday, March 19, 2021 4:54 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Ingrid Wussow <ingrid.wussow@cogs.us>
Subject: West Glenwood pasture annexation

Gretchen,

I'm writing you to express my concern about the potential annexation of the pasture behind the mall into city limits. While continued growth is necessary and there is a demand for it, I do not believe we as a community should be adding this type of density (at this rate). This land is not in the city limits and there are plenty of reasons to be concerned with this project. First, in my mind, is the impact it will have on the services that are already lagging behind. While I do not have precise numbers, I would estimate this approval would add approximately 15% more housing units into our community. We already have issues with road congestion, classroom sizes, water, and electric infrastructure, etc. Due to the landlocked nature of our community, it is not easy to expand these services and housing developments of any density do not pay for themselves. Over the last several years we have seen an enormous number of housing approvals – Oasis Creek Apartments, Red Mountain Lofts, Triumph-Bell Rippy apartments to name a few. Cumulatively these projects represent a massive increase in the number of housing units within Glenwood Springs.

Growth and change are inevitable. As a community, we need to expand slowly and in a sustainable manner that maintains the characteristics of why so many of us choose to call Glenwood Springs home. Annexing property into the city to facilitate unchecked growth is the wrong path forward. While it's a bit of a chicken and egg scenario, we need to work to balance growth with the expansion of the required underlying services. Roads and access cannot be expanded to facilitate this type of growth within a landlocked community. Schools and utility systems upgrades are already lagging (massive water rate increases proposed). These are only a few of many reasons to be concerned about projects like this. Please express my concern to the Planning and Zoning commission as they consider yet another massive housing project and annexation.

Regards,
Jeff Peterson

From: Emilie Zepernick <dremilie@hotmail.com>
Sent: Saturday, March 20, 2021 8:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Springs Pasture Development

Hi Gretchen,
We need your help please stop the 362 unit development!
Extreme stress to our current residents! Fire evacuation timing would be dangerous and life threating to the current residents.
Our neighborhood is flooded with cars and 18 wheelers every time there is a closure on Hwy 70 which occurs several time a year either form south canyon, Glenwood canyon or Hwy 82.
Fire danger happens every year and evacuation timing with all the cars and 18 wheelers that already park in our neighborhood plus and an additional added multifamily unit 362 is dangerous and life threating! Donagan and Mel ray were designed for single family residents not for multi family housing units.
Please stop this multi family housing project!
Sincerely,
Emilie Zepernick,DC
101 Chapparal Circle,
Glenwood Springs, Co. 81601

Sent from Mail for Windows 10

-----Original Message-----
From: annachiro <annachiro@yahoo.com>
Sent: Saturday, March 20, 2021 9:17 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: 360 mixed level units near Mel ray and donegan rd

As a home owner of over 20 years on chapparal cir- I have see a few fires.
In 2002 the cold steam fire - it took over an hour to get out of west glenwood springs to downtown glenwood (900 cooper ave - my office at the time).

Last year, 2020, when there was a fire between west glenwood and new castle, My friend stay at the house, till I-70 west bound was open - so she could go home to new castle. The I-70 west bound freeway entrance is only .3 miles away , a two minute drive- it took her over a hour to get to the I-70 west entrance ! I can not imagine what would happen if there were additional 360 housing units in the area!
The area of Donagen and Melray is a high risk fire danger areas- a 360 unit development could be deadly to all humans in the area.

Anna Bernstein
101 Chapparal cir
Glenwood springs , co 81601

-----Original Message-----
From: nancy brown <nbrown49@hotmail.com>
Sent: Saturday, March 20, 2021 11:07 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture development

Hello
My name is Nancy Brown and I've lived on Chapparral Circle since 1985. I'm writing to voice my very serious concerns with this development.
First off is the fire concern. Once I-70 is closed for anything (fires, mud slides, accidents) our West Glenwood neighborhoods become filled with cars and trucks waiting for the road to open. It's one big gridlock. I couldn't get in my car and get to safety if my life depended on it. And it easily could. This is very scary.
Another concern is the volume of traffic this will bring to our neighborhoods. With 1100-1200 new tenants it will be a ton more cars and trucks. These roads are small and narrow and for the most part have no curbs, gutters and sidewalks. It would just be too much of an increase.
Maybe the four story height has been addressed, but come on. Someone is being very greedy to want to squeeze so many units in that area. Even three stories would be too tall. There is nothing that tall out here. We like our views of the mountains across rhe river.
I realize that development is going to happen but it would be nice if some consideration would be given to the residents who don't want an over crowded development in our neighborhood.
Make these developers rethink their planning. Don't give in to them just to get this land developed. If they walk away maybe someone new with a smaller, less dense , even single family homes or duplexes plan will come along.
Thank you
Nancy Brown

From: linda drake <lindalunardesigns@gmail.com>
Sent: Saturday, March 20, 2021 11:49 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

Attention Community Development Department

We have lived in West Glenwood on Ponderosa Drive for 13 years now and STRONGLY oppose the proposed 360 mixed level units that are projected housing 1100 to 1200 tenants.
We already suffer from bumper to bumper traffic on Grand Avenue and now add 800 (at least) cars to that mix???? The density is outrageous and I have not spoke to one west Glenwood resident that thinks this is a good idea. Our law enforcement department is already overwhelmed and this will create a terrible strain on them.
And if we are hit with wildfire or mudslides? That would create a nightmare traffic snarl and I for one, do not want to be stuck in traffic because of the traffic here in west Glenwood.
We are asking for sensible growth and planning because this town is not just about this developer's projected profit. We live here year round, we have invested in our town and area and do not want to see our safety or way of life impacted just to make money for some developer. Remember, you represent us not the developer.
Do the right thing for all of us. Not just a few investors.

Linda Drake Gilbert
Dan Gilbert
135 Ponderosa Drive
Glenwood Springs, CO 81601

-----Original Message-----
From: Trary LaMee <trarylamee@yahoo.com>
Sent: Saturday, March 20, 2021 5:15 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood development meeting

Hello Gretchen,
I'd like to express my concerns about the development proposal for the land adjacent to the West Glenwood mall.
As a citizen of West Glenwood I have many good reasons to oppose the idea, and one of the most crucial and undeniable is safety.
Those on the city council must know that when I-70 is closed for any reason—roadwork in the canyon, fires, or accidents—West Glenwood gets backed up and congested, as cars passing along the highway pull into our neighborhood, waiting for I-70 to reopen.
Last summer during the fires we had trouble leaving and re-entering our own neighborhood due to the 1-70 traffic clogging our backstreets and the frontage road.
I ask the council to imagine a fire (God forbid) on the hills behind West Glenwood: how will fire trucks get in? Where would they stage a fire-fighting effort if there is no open space and no open roads? How will the residents get out?
This is already a concern now, as it is! If this new enormous development is allowed to pass, local daily congestion will be dramatically worse, and a wildfire would be a disaster.
Because there are regrettably few walkable amenities (other than automobile dealerships!), new families can be expected to bring 2 cars per household.
Our quality of life is on the line, for sure!
But so is our health and safety.
Trary LaMee
834 Donegan Road

Sent from my iPhone

-----Original Message-----
From: Szucs, Jane <jszucs@coloradomtn.edu>
Sent: Sunday, March 21, 2021 4:38 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Development

To: Gretchen Ricehill

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:
I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:
The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:
Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:
Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jane Szucs
912 Minter Avenue
Glenwood Springs, CO 81601
Sent from my iPad

From: Erin Wiencek <jerinwiencek@gmail.com>
Sent: Sunday, March 21, 2021 5:16 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Concerns with the West Glenwood Pasture Development

Dear Gretchen -

We live at 123 Creekside Court and use Donegan, Storm King, and Mel Rey roads to travel to town or out of town.

We already regularly experience speeding on Storm King and Donegan and cars not heeding stop signs at the corner of Mel Rey and Donegan. In a normal year, without the reduced traffic due to Covid, these roads can be crowded and difficult when accessing adjoining roads – such as Hwy 6 and 24, or the West Glenwood Roundabout. During last year's 111 fire, West Glenwood was in complete gridlock for several hours. Had there been a reason for us to evacuate we would not have been able to do so. We did read stories about emergency personnel – police and medical – not being able to traverse through that traffic.

We have seen that there is a traffic study camera at the corner of Donegan and Mel Rey and have read that the traffic study is being done by the developer. We hope that there will be studies at each area impacted by the proposed development, and that they will be done by a third party.

The current development plan shows the only entrance and exit on Storm King Road. This area is already a congested traffic problem during delivery and pick up of students attending the Two Rivers Community School. Of primary concern is the safety of the students, especially with the added traffic from a single entrance and exit to the development.

There is a lot of pedestrian traffic on Donegan and Mel Rey roads, but no sidewalks. This often requires vehicular traffic to move into the oncoming lane to safely pass.

The density proposed in the development is 360 dwellings with 1.5 parking spaces per unit. The parking is not sufficient to accommodate the projected numbers of dwellers.

Please consider all of the negative impacts this development would create in our neighborhood.

Thank you.

Ken and Erin Wiencek

From: Russ Brown <russellbrown.co@gmail.com>
Sent: Sunday, March 21, 2021 5:46 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.
Safety:
I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.
To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.
Impact on Traffic:
The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.
Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.
Green Space:
Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.
I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

This property needs to be a Park which this city has a limited amount of for recreating. We already have a large population in a constrained geographical area and our traffic woes of today will grow and you don't need to grow them this way...
--

Russ Brown
russellbrown.co@gmail.com
970-945-2800 hm
970-618-9552 (Verizon cell)

-----Original Message-----
From: Jeremy Gerbaz <jeremygerbaz@comcast.net>
Sent: Sunday, March 21, 2021 6:21 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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Also people already drive like way to fast on Donegan Rd so when you are out walking you have to keep an eye out so you don't get hit by a car adding way more traffic will make it almost impossible to go for a walk.

Proximity to schools:
Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Jeremy Gerbaz
35 Gamba Dr

Sent from my iPad

-----Original Message-----
From: Carrie <carrie.bowen@gmail.com>
Sent: Sunday, March 21, 2021 7:42 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:
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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Having lived in this area throughout my life, it is imperative that we maintain and preserve this area as a safe environment for children and families that walk and ride bikes along Donegan Road. At any time in the summer, spring and fall families are walking, riding running on this road. This is to say nothing of the wildlife that could be affected. There are wild turkeys that live and migrate into yards on this road and the eagles that come every year to lay their eggs. The effects of building apartments in this area can be detrimental to the citizens and wildlife in this area.

Carrie Bowen
35 Gamba Dr.
Glenwood Springs, CO 81601

Give thanks to The Lord, for he is good; his love endures forever. Psalm 106:1

From: Michelle Vogel <chellee1145@gmail.com>
Sent: Sunday, March 21, 2021 8:23 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Development

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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Proximity to schools:

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

I live on a very narrow road that is already has cars driving to fast. Have about been driven off road couple times. To add more cars to neighborhood will only have more people and cars taking that road for shortcut.

Your name
Michelle Vogel
355 county red 132
Glenwood springs

From: Shannon <shanderb41@gmail.com>
Sent: Sunday, March 21, 2021 9:14 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:
I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all ofthese residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:
The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a

parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:
Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:
Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby
Ponderosa Circle West Glenwood

Sent from my iPhone

Attn: Gretchen Rice Hill
3/21/2021

Subject: Annexation and Development Planning for 214 Center Drive

I am writing to express my opposition to the Development of the property located at 214 Center Drive in West Glenwood.

I recognize there may be a need for housing in the Glenwood Springs area. However, I do not believe the West Glenwood area can safely support the proposed Development. According to [i]figure 2 of the Wildland Urban Interface Community Wildlife Protect Plan of April 2007, West Glenwood's has a hazard rating of "very high." The single road, Highway 6, is not sufficient to allow safe evacuation of all the residents currently living in West Glenwood today. Also, depending on the fire location, emergency vehicles may block one or more of the existing roads leading to Highway 6. As demonstrated on August 5, 2020, during the Mile Marker 111 Fire, West Glenwood quickly became gridlocked till approximately 11:30 pm. Had the fire progressed into the West Glenwood community, I do not believe the current 3,100 residents would have been able to evacuate quickly. The existing population contains elderly, disabled individuals who may need assistance, families with young children, two schools, and daycare facilities.

[ii]The Proposed Development plans illustrate 11' road lanes with street-side parking. The standard road lane width is 12'. I believe narrowing the limited roads leading to our one, and only exit will further compound our inability to evacuate. The road-side parking will add to the congestion and the feeling of crowding. Before we consider further Development, we must first address the safety concerns of West Glenwood. As it stands today, cars have limited ability to get from Highway 6 to I70. We must also consider that the roads serving this community also serve as a truck route. I'm not sure how to develop a workable plan considering the current layout of housing and roads. However, this is the discussion we must have before we consider further Development in West Glenwood.

To further support my concerns with the roads, the [iii]Referral Comments submitted to Trent Hyatt from the Garfield County Community Development stated, "Donegan and Mel Rey Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists." I agree the increased volume will negatively impact the character of the neighborhood. Predominately, Mel Rey Road is too narrow for the existing traffic and does not have bike lanes or sidewalks for pedestrians. As such, Mel Rey Road is the main road used by many residents living in West Glenwood. I would speculate that the proposed development residents would also use Mel Rey Road because it is the direct route off I70 and the round-about.

My last concern centers on the proposed density and impacts on our rural community. According to the [iv]COGS Strategic Vision_v7 for the City of Glenwood Springs, the Vision and Mission clearly outline why the proposed Development does not fit our community. The Vision states, "…to maintain its small-town character and contribute to its culture and preserve our natural resources. The Mission states, "…meet the health, safety and welfare needs of our citizens and contribute to their quality of life… ." The proposed project density does not fit with our current small-town character, nor does it address our ability to feel safe. It is not a matter of IF, but when we have our next wildfire. In 2018, [v]Paradise, California, experienced a disaster where seven residents died in their cars trying to flee a wildfire down a single road. I hope we can learn from their mistakes.

I urge you to seriously consider the safety and quality of life for the West Glenwood residents. I understand many of us in this community are considered County; I hope it does not mean our safety and quality of life are less important. Please deny this project and develop a viable evacuation plan that ensures the current West Glenwood Residents' safety.

Respectfully Submitted,
Thomas and Karleen Clark
570 Mel Rey Road,
Glenwood Springs, CO 81601

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[i] Glenwood Springs Fire Protection District: Wildland Urban Interface Community Wildfire Protection Plan (Apr 2007) Retrieve from https://www.gwsco.gov/DocumentCenter/View/4656/Wildland-Urban-Interface-Community-Wildfire-Protection-Plan

[ii] 480 Donegan – PUD: Planning and Zoning Submission Civil Plan: 03/12/2021, Retrieved from Planning and Zoning Agenda packet materials for 3/23/2021 Meeting, https://civicclerk.blob.core.windows.net/stream/GLENWOODSPRINGSCO/199cf5aa9a.pdf?sv=2015-12-11&sr=b&sig=91PAYyyKRVvijM6AoO4l9bX5dg01UL3HFrgMACM0yjk%3D&st=2021-03-21T22%3A10%3A47Z&se=2022-03-21T22%3A15%3A47Z&sp=r

[iii] Garfield County Referrals – copy attached for your reference.

[iv] City of Glenwood Springs Colorado: 2020-2025 Strategic Vision, (Apr 2007), Pg 7, Retrieve from https://www.cogs.us/DocumentCenter/View/6169/2020-2025-Strategic-Vision

[v] https://www.thesun.co.uk/news/7727962/california-fires-paradise-burned-death-cars-homes-bodies/

-----Original Message-----
From: Jennifer Zwickl <jmzwickl@gmail.com>
Sent: Monday, March 22, 2021 2:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Development

Dear Gretchen,

Please see the attached letter regarding my concerns over the development of 214 Center Drive in West Glenwood. Please forward this on to the entire planning and zoning commission. Now is the time for responsible growth, that allows for infrastructure and resources to keep pace; something this community is already lacking. Thank you for your time.

Sincerely,

Jennifer Zwickl
Chaparral Circle Resident

March 21, 2021

To: gretchen.ricehill@cogs.us
Attn: Glenwood Springs, Colorado Planning and Zoning Committee

Regarding: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Dear Gretchen Ricehill and Members of the Planning and Zoning Committee of Glenwood Springs Colorado,

I am writing today against the planned development of 214 Center Drive in West Glenwood. While you are considering this proposed development, I ask that you think about the following information carefully prior to allowing R2 Partnership LLC. to move forward with developing this 12.2 acre property with 360 residential units.

Safety
During the South Canyon fire in August 2020 Mel Ray Rd, Donegan Rd and HWY 6 & 24 were turned into parking lots, and no evacuation orders had been initiated. The Glenwood Canyon Fire of 2020, Coal Seam Fire of 2002 and the deadly Storm King Fire of 1994 demonstrate how quickly a small wildfire can become catastrophic and deadly. If the South Canyon this last August had blown up like these other local fires, the entire West Glenwood community would have been locked into our homes, with no ability to evacuate with all exits blocked. In addition, a heated argument developed between a driver parked on Donegan and a home owner whose property was being disrespected and it took over 40 minutes for Glenwood PD to respond, **with the officer stating he could not get through traffic**. Help couldn't get in, and we couldn't get out if we needed to evacuate. PLEASE SEE ATTACHED PHOTOS AT THE END OF THIS LETTER.

Traffic
Any traffic study completed during the current COVID-19 pandemic will be inaccurate at best! With many people unemployed, or having reduced hours, along with the number of people working from home due to office &/or school closures has significantly impacted the number of cars currently on the road in our community. Under the best conditions there were times it took 10 minutes for me to leave my house on Chaparral Circle, drive down Donegan to Mel Ray and through the round-about to access I-70 or Midland Ave during the morning commute at 7:15 am. When roads have been snow-packed there have been times that same distance took an hour during my morning commute. At the very least these impact studies need to be completed post pandemic before allowing this development to move forward.

Quality of Living for Glenwood Residents
In addition to the negative impacts to the West Glenwood Community I want to discuss the overall quality of living in Glenwood, especially for our kids. We have only one grocery store, that under the best circumstances struggled to keep shelves stocked. We have only one affordable mental health facility for lower income individuals and families, Mind Springs. They are inaccessible to many due to location, in addition to the fact that counseling appointments are hard to make on a consistent basis, with it often taking months to see a psychologist if you need medications. Primary Medical Care facilities are scheduling 1-3 months in advance for routine care, some of which is critical for monitoring of chronic conditions, and these wait times would only increase with significant numbers of new residents.

Schools are already struggling with being over-crowded, especially as the number of choices decreases with only 1 High School being fed from 3 separate schools (Glenwood Springs Middle School, Two Rivers K-8 School and Riverview K-8 School) in addition to 2 Private Schools (Ambleside at Skylark and St. Stephens Catholic School). The quality of our kids' education is negatively impacted by over-crowded classroom and crowded hallways where bullying and vaping are easier to get away with (a former student of mine talked about

how her orientation at Glenwood High included a tour of the places where you could vape without being caught).

Garfield County has one of the highest suicide rates in Colorado, with Colorado ranking 7th Nationwide. Some of the things impacting these high rates is the quality of living. Garfield County, and Glenwood, has seen an increase in Drunk Driving, and driving High, among individuals under 21, several resulting in deaths. As an Intern in Addictions Counseling and a Masters in Clinical Social Work with a Mental Health Certificate candidate the increased drinking and drug activity is in part due to boredom. Glenwood has no movie theatre, arcade, bowling alley, bike/skate park that provides our youth with active healthy activities. If you want to participate in any of these activities you have to travel 30+ miles to El Jebel or Rifle. The lack of these healthy activities also impacts the mental health of our youth, leading more younger adolescents (10-18 years of age) to become depressed, anxious and suicidal. In the last month alone I know of 3 adolescents in Glenwood who have attempted suicide.

While the Glenwood Springs Community Center is improving, many of their activities are at times when working parents can't take their kids, especially during the summer. The Hot Springs pool is a tourist destination and unaffordable for many locals, and they don't offer local discounts.

The job market in Glenwood doesn't support additional residential building. Making a living wage in Glenwood has grown more difficult over the years as Glenwood has grown, and with it the financial stress of trying to provide for your family. This financial stress increases anxiety, depression, substance use (including alcohol and marijuana) and suicidal ideation in adults.

In closing, I urge you to think about the long-term impacts on the quality of life, and infrastructure (or lack of) when considering the proposed development at 214 Center Drive, or any additional residential project in the City of Glenwood. If the COVID-19 pandemic has taught me anything it's that we must take care of each other, and strive to improve access to resources for all residents of a community. Increasing the number of residents in a community without regard to the necessary infrastructure, which we already lack, to sustain a high quality of living is irresponsible.

Thank you for your time, and for carefully considering all the costs of uncontrolled residential development within our beautiful city.

Sincerely,
Jennifer Zwickl
Chaparral Circle, West Glenwood Resident
jmzwickl@gmail.com

PHOTOS FROM AUGUST 5, 2020 – DURING THE SOUTH CANYON FIRE

Round About at I-70 and Mel Ray Road

Donegan Road looking West from Intersection of Mel Ray and Donegan. Notice Vehicle traveling East in the West Bound Lane.

HWY 6 & 24 looking east near the intersection of Mitchell Creek Road and Hwy 6 & 24.

Donegan Rd looking east from intersection of Donegan and Chaparral Circle, the proposed entrance to the development.

03/22/2021 Letter of concern to Gretchen.ricehill@cogs.us Director of community development

Please include this in your minutes for tomorrows Planning & Zoning meeting.

Hello Gretchen, My name is Dave Chiarello, resident at 0404 Mel Rey Rd in west Glenwood springs. I've lived in Glenwood form 1977 to 1991 on 1809 Grand Ave, across from Sayre park. I raised a family of four on this busy street. After the City took down the trees and widened Grand Ave the noise and pollution caused us to move to West Glenwood from 1991 till present time. It was an essential step for a more peaceful, quieter environment. You can see the stars clearly at night. All developments in this area have been in keeping with normal R1 zoning to maintain appropriate traffic levels and our quality of life. Until this.

The infrastructure is already overtaxed, from my own experience.

The main sewer line backed up into my basement 3 times in the last two years. The density of this Proposal is beyond absurd! Glenwood Springs is already maxed out.. The experience of last years fire season showed what a huge safety issue for evacuation, as down valley gridlock blocked many residents from coming or going to their homes. This development must be paired down to a third of units proposed. 120 at the most.. I hope you understand what the word 'Community' means.

That pasture was always a refreshing reminder of nature at its best. The horses were beautiful.

Thank for entering these to the notes, Dave Chiarello

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, March 22, 2021 10:06 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Pasture Development

As advised we are submitting comments as members of the public being directly affected by the proposed annexation and rezoning of the land directly behind the Glenwood Springs Mall. In our view the proposed development will have serious adverse affects on our quality of life and personal sense of safety and security.

Our neighborhood consists primarily of single family homes. There are also four schools. County Road 130 features significant pedestrian and bicycle usage; it also provides a direct route to the frequently visited state fish hatchery.

Our concerns are vested in impacts on infrastructure (including water and sewer) increased traffic, lack of parking and inability to have safe egress in the event of emergency.

The neighborhood has been subject to serious wildfire activity including the storm King Fire where 14 lives were lost and the Coal Seam Fire where 39 structures were destroyed. There have been two mandated evacuations and numerous pre evacuation notices. These events have shown how extraordinarily difficult evacuation is.

We believe that adding approximately 800 to 1200 people to the neighborhood and an additional 800 to 1600 cars will compromise the sense of safety and security to the residents.

For these reasons, we ask the committee not to approve the proposed request of the annexation to the city.

Sincerely,
Bob and Jamie Darien 0019 Chaparral Cir. Glenwood Springs, CO

From: lindyenwold@aol.com <lindyenwold@aol.com>
Sent: Monday, March 22, 2021 10:50 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: lindyenwold@aol.com; enewolderrik@yahoo.com; elaine.71@comcast.net
Subject: West Glenwood Pasture Development

Hello Gretchen Ricehill, Director of the Community Development Department,

My name is Belinda (Lindy) Enewold and I am a home owner at 266 Mt. Shadows Drive, Glenwood Springs, CO. I just retired from teaching in Port Isabel, TX. My plans are to return to my West Glenwood home. I am very concerned about the change that is taking place in that mountain town. It seems it is no longer going to have the quaintness, the mountain flavor, nor have the peaceful and open scenery that I and so many others, moved there for, especially in that neighborhood. Instead, there are going to be buildings that block the very vistas I/we bought our properties for! We have no huge factories or big businesses as calling cards for 'the masses' of people to settle in our area. We mostly cater to seasonal tourist trades. Why should we sacrifice our town, our scenic views, tax our community services (police, fire, emergency, hospital, etc.)? Our streets and appropriate access for such services don't support such large constructions, specifically apartment complexes, to encourage them to come. Fire engines and snowplows hardly fit down our West Glenwood streets even today. From past experiences, we all know that forest fires require speedy evacuations. We had to turn highway I-70 and roads into one-way evacuation lanes, some of us, 4-wheel drive or not, drove over ditches and road shoulders, only 'to get in a traffic jam line'. Where were we to go? There weren't many safe places to head to! That was a very frightful experience for us. How are you going to evacuate even a larger number of people?
Worst case scenario: If West Glenwood home owners get trapped on the North side of Donegan because of a fire/disaster involving the proposed building area, what route do we take? Only two streets (Ponderosa Drive and Mel Ray) lead to Donegan Rd that abuts the site. It would not be available if blocked off by the disaster or by apparatus and personell responding to and fighting it, etc. Traffic flow would have to divert West onto 132 Rd., if we get past a part of Donegan, and then go down Mitchell Creek to Hwy 6.. If we get past the East Donegan part, we would continue down Mel Ray to Hwy 6. If blocked at the corner, we would have to continue towards the golf club and town via Donegan. If both those routes (Ponderosa Dr. and Mel Ray) are blocked, we can only head up into the mountain by foot, at the top of Ponderosa Drive. Keep in mind that all these roads are narrow. Storm King Rd (off of Donegan) is an exit to Hwy 6, assuming we reach it before it is unavailable. In a major disaster that involves the proposed building site and surrounding area, West Gelnwood residents could be potentially trapped if things go horribly wrong. The memory of not having many escape routes is still vivid in my mind from the forest fire situation years ago. Imagine having no escape route!
Assuming every unit gets filled, our schools, school bus and other transportation services, grocery stores, clothing stores, etc. are not sufficient even now! The snowball effect won't be able to be stopped! Glenwood Springs and West Glenwood Springs will become cities, and all that that implies. That is not what I, and many others, moved here for. I am against such things happening especially to my neighborhood, where I planned on returning to. There are other locations that are more appropriate for such large complexes, instead of our more typically -sized family houses, if we. are not able to stop this develppment. Are all the units that have been built to date filled? Why build more?
I hope I have expressed my summarized feelings clearly. If you respond by phone, please leave a message as I don't answer phone numbers not recognized.

Thank you,

Belinda (Lindy) Enewold
P O Box 687
Port Isabel, TX 78578
956-346-2660

To: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:
I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

Impact on Traffic:
The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:
Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

Green Space:
Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Cindy and David Gray
283 Sunny Acres Road, GWS

-----Original Message-----
From: Debbie Wolf <dwolf1228@gmail.com>
Sent: Monday, March 22, 2021 2:01 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject:

Gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

Debbie Wolf
270 Donegan Rd
Glenwood

Sent from my iPhone

From: BandD <bcroissant@comcast.net>
Sent: Monday, March 22, 2021 2:56 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive .

From what we understand there will be 360 residential units occupying 1200 tenants with only 650 parking spaces. This is a concern! As members of the Glenwood Church of Christ, we have seen first hand the issue with inadequate parking spaces for the allotted units located directly east of the church. The church overflows with residents parking in the church lot as the parking is not sufficient within the boundaries of the townhomes. We have also seen the influx of cars backing up on Donegan while picking up from lift up and if you are ever at Two Rivers after school trying to pick up children, you will also see the traffic impact just from that. We can't imagine adding an influx of additional traffic from residents in these proposed units.

Safety is also a major concern. We lived on Ponderosa during the Storm King Fire and the line of cars back then was tremendous trying to get out of West Glenwood, then again after the Coal Seam fire. This is a safety issue!

To borrow from other concerned citizens words:

"Last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

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Proximity to schools:

Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable."

We urge you to reject the current application as it is and not to annex and rezone this property.

Barry and Darcy Croissant

134 Ptarmigan Dr

From: Todd Hurst <gwshandyman@gmail.com>

Sent: Monday, March 22, 2021 4:27 PM

To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>

Subject: correction on the last line.

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Hello My name is Todd Hurst. I reside at 547 Donegan Rd. I have lived at this property for 16 years. I am a lifelong resident of Glenwood Springs. I am 4 of 5 generations from Glenwood Springs. My family has been here since the 1890s. This is our home and the reason we all live here is for the small town atmosphere that Glenwood still has. I cannot emphasize enough how this project is just not the right fit for Glenwood, especially West Glenwood!

Just to list a couple of the problems with this project:

Traffic. To add another 900 to 1200 vehicles to an already overcrowded valley is irresponsible and dangerous! As it stands right now 300 vehicles a day go(many accelerating over the speed limit) by my house on Donegan. Adding this development would increase it to 2000+ a day, that is unacceptable! The evacuation of all these people in an emergency is impossible. If you annex this county land as city, you will be responsible for any and all deaths that may result from the inability to safely evacuate in an emergency.

Population. We do not need continuous growth! There is a finite amount of open space left here. We MUST preserve it at all costs. We do not want to become another CA. Nobody wants that, that is why we live here. We need more open

space, not less. This was proven by Covid in this last year. We have already added several huge apartment complexes in just the last couple years, and hardly any single family, owner occupied housing. We are not Aspens solution to their lack of housing for their work force.

Jobs. Where are all these people going to work? GWS does not have an abundance of jobs. The valleys economy is just barely recovering from this last year.

To allow an out of state developer, who has nothing but a profit based interest to develop one of the last open spaces we have in our community, is devastating. There is no benefit to the citizens of GWS, and the property taxes are not worth the loss of this space. This project is reminiscent of the strip mine for me, it destroys the small town atmosphere. We need to take a serious look at slowing the future growth rate, limited space and resources demand it. I truly hope that you hear my voice. This is the point of no return, and you as our elected officials need to put our best interests at heart, not profit.

Thank you for your time and consideration,

Todd Hurst

From: mkesselrin@aol.com <mkesselrin@aol.com>
Sent: Monday, March 22, 2021 10:23 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Pasture development in West Glenwood

Dear Ms RiceHill,

I am writing to strongly oppose the large development planned a block from my home. The impact of that many people with so little planning for emergency evacuation could very well prove deadly for me and many of my neighbors. I lived here through Coal Seam and South Canyon fires and the thought of 800 more families trying to escape our quiet community terrifies me. I have one way to I 70, I have run for my life before, I would not have escaped if there were 800 more families between me and the one exit to safety.

I mention our quiet community, this development would ruin that concept for good. The increase in traffic, noise and light pollution would negatively impact our community. Please do not let this happen.

Marsha Kesselring
36 Donegan Rd

From: james conway <jimconway1967@gmail.com>
Sent: Monday, March 22, 2021 6:10 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood development

Dear Ms. Ricehill,
I am a 33 year resident of West Glenwood Springs and I reside on the west end of Donegan Road.I have a few comments I would like to make regarding the proposed development behind the Glenwood Mall.

I am dismayed by all of the Apartment and condominium development in Glenwood the past few years. One of the best aspects of life here is our small town character. I'm afraid this is being lost. We are becoming a bedroom community for upvalley workers and a less rooted/more transient population.We are beginning to look a bit more like Aurora than the small town We love.
This proposal is just too large.

It also is totally out of character with the neighborhood to the north.I realize that current zoning may allow non residential uses but now that We are looking at a residential use, I believe it should be in harmony with the existing neighborhood.

Additionally, the density will result in a large amount of increased traffic.
There are no grocery stores, coffee shops or other amenities within walking distance.

I understand that this parcel will be developed.I am asking you to consider a more appropriate development. Perhaps an area of single family/patio homes would be much less destructive to the surrounding neighborhood and our community as a whole.

Thank you for the opportunity to comment.

James Conway
147 Donegan Road
Glenwood Springs, Co.

From: Heidi Kimmel <kimmelh@hotmail.com>
Sent: Tuesday, March 23, 2021 11:53 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Re: Zoning of 214 Center Drive GWS

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

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Green Space:
Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you to protect its current population and help keep its residents safe by rejecting the application to annex and rezone this property.

This property can and should be used more effectively. When do we as a community say enough is enough and quit prioritizing money and financial gain over quality life. These apartments would damaging to our area. What is being is proposed is significantly more than this small little area can handle and I say shame on our city council members for even considering it.
Let's be more thoughtful about how to develop this precious peice of land.
I love my home and the quietness and peacefulness of where I live. I do not live in a big city. Please keep it this way!
These apartments truely are a bad idea. Please protect my family, children and the beauty that surrounds us.

Heidi Kimmel
33 Gamba Drive Glenwood Springs
81601

Sent from my Verizon, Samsung Galaxy smartphone

From: Rosalind Fowler <roz.fowler@msn.com>
Sent: Tuesday, March 23, 2021 3:12 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: Jay Fowler <jay.fowler0806@icloud.com>
Subject: West Glenwood Pasture Development

We are writing to express our opposition to the annexation, rezoning and development of the property at 214 Center Drive. We have lived on Mountain Shadows Drive for over 30 years and my husband and I are Glenwood Springs natives.

We are not against development of this property if a project is presented that fits the spirit of our family oriented, quiet and safe neighborhood. However, we feel strongly that to allow 360 residential units with 1200 tenants and 650 parking spaces does not meet safety, traffic, infrastructure and greenspace priorities.

We have been evacuated from our home three times due to wildfires, and the traffic leading out of our West Glenwood neighborhood has made that a very stressful situation. In addition, we are concerned with water, sanitation, road maintenance and other infrastructure issues. One doesn't have to look far to note that Glenwood Springs hasn't maintained upkeep of current necessities, let alone could they, considering the additional stress and workload a project of this magnitude would present. We have been told by the city that we should expect our water bills to increase 38% next year, with another 5% increase yearly in future years. It is clear that we do not have a water system that can handle the current load, not to mention an increase in usage to the degree that another 1200 tenants would incur.

We urge you to consider the 3500 residents of beautiful West Glenwood and our concern for safety, traffic and lack of infrastructure when considering this development. It is simply not a good fit for our community.

Sincerely,

Roz and Jay Fowler

108 Mountain Shadow Drive

From: Michelle Vogel <chellee1145@gmail.com>
Sent: Tuesday, March 23, 2021 4:17 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood pasture

I have sent one form letter already but wanted to follow up with my own comments. I have now lived in west Glenwood for the past 6 months. I love how peaceful it is.
I love being outside city limits.

It was decided many years ago to remain county and not to annex to the city. By doing so our roads are some of the best maintained.

I lived in south Glenwood for 5 years and lived on 21st street and in all that time never saw them once fill potholes on 21st or Blake Ave past the hospital. Also along 22nd street by Alpine bank.

I have lived here for over 40 years been through 4 major fires. West Glenwood has no way of evacuating the residents now as we witnessed during Glenwood canyon fire as well as Debeque fire last year. We as a small area have seen devastating fires. Storm King fire, Coal Seam, Basalt Fire and Glenwood Canyon to begin with. I have also seen to many mud slides that shut down I-70 as well. Adding more cars,traffic and people is just insane.

Michelle Vogel
355 county road 132
Glenwood springs, Colorado
81601

970-710-9060

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Tuesday, March 23, 2021 4:50 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Re: Moratorium on development (This was a Letter to the Editor in the PI on Friday, March 19, 2021 titled Housing vs. carrying capacity)

Gretchen: Housing vs. carrying capacity
Given the renewed discussion about affordable housing in Glenwood Springs, now would be a good time to step back and take a look at a larger housing concern: carrying capacity.

Surprisingly, the number of people we can stack in Glenwood is seldom discussed.
Simply put put, carrying capacity is the maximum amount of people that can live in a certain defined area and still have a good quality of life.
The concept is that after supplying all the fundamental needs to a community, there is a tipping point where, due to overpopulation, systems break down and people cease to thrive. I fear that we in Glenwood Springs are nearing that point.
Glenwood is located in one of the narrowest widths of the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Glat, buildable land within the city limits is scarce.

-----Original Message-----
From: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
To: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Tue, Mar 23, 2021 10:11 am
Subject: RE: Moratorium on development

Hello Rob
Your message below is missing the first sentence.

Can you resend.

Thanks
Gretchen

From: harlangwen2@aol.com <harlangwen2@aol.com>
Sent: Monday, March 22, 2021 5:44 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject: Moratorium on development

f the Roaring Fork Valley. It's growth depends on navigating around rivers, a railroad, an interstate and Highway 82. Flat, buildable land within the city limits is scarce. We need to be mindful of these barriers as we don't have the luxury of expanding the town borders. I feel it's time for you, our leaders, to address carrying capacity as we move forward. As you approve massive apartment complexes in our city, I wonder if any of you consider the concept of carrying capacity? I wonder at what point the city should consider a development moratorium? I'd say the sooner the better.
Currently, there are several large development projects that have been approved (220 units). In the past two years there have been 301 units completed. There are five development projects in the pipeline that will add another 823 units. The above units, when added together, come to 1,344 new living units in Glenwood Springs. Given an average of 2.53 people per unit, Glenwood will have added 2,603 residents in just a few years. In a city of 10,000 souls, that is a population boost of 26%. Add potential projects not yet submitted — 104 units at Vogelaar Park, the airport property, the West Glenwood Mall property, and you should be able to visualize a

municipal implosion. We desperately need restrictions on development.
Given the rapid development in our town, the first breach in our quality of life will be transportation.
CDOT, which controls Grand Avenue, will have little choice but to remove parking on Grand Avenue. They will have to gradually increase the speed limit to 40 miles an hour. We will wait at all crossing streets for several minutes before getting 10 seconds to cross or merge.
Given this inevitability, I would urge city planners to include a bypass easement in the Confluence Plan. Not to do so would be ignoring the thousands of anticipated daily commuters coming in the not-so-distant future.
Long-term impacts of overpopulation include stress on city services, i.e. police, fire and schools. As you may know, residential units pay only 7% in property taxes. They consume more service dollars than they produce. Therefore, additional residential units in Glenwood will only serve to increase taxes.
Glenwood's density of 10,000 people packed into approximately 6 square miles is already adding pollutants into the rivers via storm drains. Pollutants include mag chloride, oil, dust and trash. Air inversions happen from time to time. Adding more houses and people will only hasten a declining environment.
The goal of limiting numbers of new residents should include and focus on the ecology of the systems within Glenwood Springs.
The city owns quite a few buildable acres. Going forward, I believe there will be pressure to develop the property that we citizens own via public/private arrangements. I'm

against using our real estate equity to provide for more people, affordable or otherwise.

California was once one of the most desirable places on earth to live. Through mindless growth and expansion, they are making paradise undesirable in many places. I would hope we are smarter than that. Surely, we can learn from their mistakes and take a proactive approach to growth before we reach the rapidly approaching tipping point. Can any of you state the ideal population for Glenwood?

Recently, the city completed the 2020-25 Strategic Plan. The first paragraph of the plan states the Strategic Vision for Glenwood Springs' future.

It reads: The city of Glenwood Springs desires to maintain its small-town character and to preserve its cultural and natural resources. Implementing a proactive plan that achieves directed and balanced development, social and economic diversity and addresses transportation needs will (sic) move the city forward.

While I appreciate the time and energy spent on affordable housing, I feel we have a classic "forest for the trees" situation. Overpopulation of our precious town may not appear as pressing as some immediate issues, but I assure you the vitality of our town depends on actionable steps to stem the tide. Please consider a development moratorium.

Rob Anderson
Glenwood Springs

March 23, 2021

To: City of Glenwood Springs Planning & Zoning Commission
Re.: 214 Center Drive, LLC/ Glenwood Partnership, LLLP- Consideration of an Annexation and the initial zoning/ Rezoning

Good evening,

I am Floyd Diemoz, the managing partner of Glenwood Partnership LLLP, a family-owned partnership. We are located at 214 Center Drive in West Glenwood Springs. My grandparents immigrated from Northern Italy and made the Roaring Fork valley their home in approximately 1900. My wife and I are both natives of Glenwood Springs.

We own approximately 15.8 acres of privately owned and commercially zoned land in West Glenwood Springs, that is not within the city limits. Today we are petitioning for the annexation of that land into the City.

We are under contract to sell approximately 12.3 acres of our vacant land to R2 Partnership, LLC. They propose to develop the land as a multi-family housing project. We know that they have worked diligently in their efforts to follow the vision of the City's Comprehensive Plan for our property, and we believe their project would be a beneficial addition to the City by providing much needed housing.

We are highly impressed with R2 Partnership, LLC, who have a proven track record on similar projects. We believe that they will develop our last remaining vacant land in a responsible manner, as well as be a good neighbor within the community.

We will be retaining from the sale, Glenwood Business Center, which encompasses approximately 3.5 acres and is also under petition for annexation.

Next, my son John will give some background history of our property.

March 23, 2021

Good Evening,

I am John Diemoz, a Glenwood Partnership partner.

- More than 60 years ago, in 1960, my grandparents, Adolph and Edith Diemoz, purchased approximately 30 acres of privately owned land in West Glenwood as an investment property.

  At that time, an easement and right-of-way was established with the neighboring property owners to our west, for joint usage for a future road for development purposes. This future road would extend from Highway 6 and head north to Donegan Road. That road is now known as Storm King Road.

- Subsequently, my grandparents and their children formed Glenwood Partnership. In 1980, they sold approximately 14 acres of land for the Glenwood Springs Mall.

- In 1981, Garfield County issued a special use permit to Glenwood Partnership for a commercial park, with the ability to build 15 buildings on the remaining 15.8 acres of vacant land.

- That same year, construction began on our first phase of our Glenwood Business Center development, which was to include two office/ warehouse buildings of approximately 15,000 SF each, with associated landscaping and parking. In May of 1982, we completed our first building. At that time, we also built Storm King Road located west of our building and north to Donegan Road. The cost for the road's construction, including sidewalks and land, was paid for equally by Glenwood Partnership and the adjacent property owner to our west. The road was then deeded by Glenwood Partnership to Garfield County.

  Additionally, in 1981, water, storm sewer, sanitary sewer, gas, electric and phone lines were installed into our property, primarily at our south property line which adjoins the mall property, to service all of our future development needs.

  For landscape irrigation, Reynolds and Cain Ditch shares are utilized. No domestically treated water is needed for any current or future development on our parcel for landscape purposes.

- Construction on our second building was cancelled in 1982 due to an economic downturn, however in 2007, we built our second office/warehouse building at the Glenwood Business Center, and completed what you now see today.

- Our tenants include- construction contractors who utilize office and warehouse space; an interior design firm; a geotechnical engineering firm; Federal and State Government offices; Smart Start; and a Montessori pre-school. We do not propose any changes with usage on our retained property.

- Some public comments in opposition to this application describe our property as being open space, green space, and a future park and community meeting place; yet our property is privately owned, and has never been under any open space designation, parkland designation or conservation easement.

- The Partnership's buildings, site improvements and remaining undeveloped land have been commercially zoned for decades, as well as taxed at a commercial-not agricultural-rate. In April, we'll issue payment on a $72,000 dollar property tax invoice from Garfield County which reflects the commercial assessment rate.

Thank you for your consideration.

From: joANNE <jomstanley@aol.com>
Sent: Tuesday, March 23, 2021 12:28 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: 214 Center Dr. development

Dear Gretchen Ricehill and members of the Planning and Zoning Committee,

I live at 0036 Donegan Rd. I have been lucky enough to call Glenwood Springs my home for over 35 years.
My wife and I have lived there thru; Storm King Fire, Coal Seam Fire, Grizzly Creek Fire and the multiple "smaller" wildfires.
I am writing to voice my concerns regarding the proposed development at 214 Center Dr. in West Glenwood.
I am against such a massive development in this tiny tucked away corner of Glenwood. The reasons are many.
1) years ago an evacuation plan was underway with regards to safely getting the residents that lived here THEN out of harms way. To my knowledge its never been completed.
***This development would add atleast 700 MORE vehicles
2) Traffic on Mitchell Creek and Donegan RD: there are more and more vehicles thinking this is a speedway
Near the elementary school on Storm King Rd. just before 8am is CRAZY, folks zooming in to drop kids off and then to get to work on time. Their buses are now parked in the narrowed roadway so moving traffic cant see past them to the corner in either direction. This is seriously dangerous with the traffic we have right now
** 214 Center Dr is directly across the street from this school
3) the traffic circle is very dangerous even on off hours. There is just too much traffic, moving way too fast
and this is RIGHT NOW during the fires of last summer it was complete and total grid lock trying to exit
** add 700+ MORE vehicles ?? that's very poor planning
the city will end up with the same issues they now have in South Glwd., trying to figure out an evacuation route
Lets PLAN now for THAT and then see what the traffic limits to that are, BEFORE we approve a MEGA development and a tragedy occurs. A tragedy that is completely preventable
4) infrastructure: according to the City Police Chief a few weeks ago they can't fill about 20 open positions now

***add about 1400 more people ???
5) height of the structures proposed 4 STORIES??????????????? that is not in keeping with the neighborhood design
6) and maybe the most important reason to not approve any of this development: WATER we didn't have much before the fires of last summer and according to the City it will be MANY years before THAT amount is restored.

Summary of my thoughts.
Development for the sake of development, only benefits the developer. There is nothing in this plan that benefits any part of our community.
Glenwood has many challenges ahead; Water, Traffic, actual Affordable Housing, and Evacuation Route plans. We need to resolve those, BEFORE adding such a massive additional blow to our city.

Thank You

Joanne M Stanley
36 Donegan Rd
Glenwood Springs, CO 81601
970-948-5680

PS (If the developer wanted to do something FOR the town AND make money he could develop the old mall into a truck stop and add a second grocery store in there too.)

From: lorranichols@sopris.net <lorranichols@sopris.net>
Sent: Tuesday, March 23, 2021 8:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: 3_23_2021 City of GWS P&Z Meeting - 09.20 Annexation & Zoning/Rezoning of 15.818 Acres

Good Evening Gretchen,

I am a resident of West Glenwood Springs since 1989, and native of Colorado.

In participating in tonight's P&Z meeting and reviewing the electronic meeting packet, I heard many concerns regarding the proposed development's impact related to evacuation of the neighborhood in an emergency situation (whether it be from fire, flooding, earthquakes, etc.). Commissioner Schachter raises many good questions and one in particular was whether the developer has commissioned a fire mitigation evacuation plan. I did not catch the name of the staff (female) who responded to Commissioner Schachter, but her response was no study has been commissioned. How does a resident ensure that the City look into and/or require that this particular study is performed and submitted prior to approval of this project?

Please consider this my request to require the developer to provide a study that would address evacuation mitigation of the West Glenwood Springs community. Please also acknowledge receipt of my request.

Stay safe, stay healthy

Lorra

Lorra Nichols
366 Mountain Shadows Drive
Glenwood Springs, CO 81601
lorranichols@sopris.net
(970) 948-5696

o: gretchen.ricehill@cogs.us

Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 12.285-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I have lived in Glenwood Springs since 1973, and have lived in my current home on Donegan Road since 1994. I recognize that the Roaring Fork Valley in general may have a housing need, but to allow 360 residential units, with 1200 tenants with only 650 parking spaces to be built on a plot of land next to a rural neighborhood is a concern for me on many levels.

Safety:
I'm confident that last year's wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1200 residents to the current 3500 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles could be blocked from access to a fire or flood area by hundreds of vehicles trying to flee.

Please review the news coverage and photos from the Glenwood Post Independent starting June 9, 2002. There are graphic photos of the evacuation of West Glenwood forced by the Coal Seam Fire, with dense smoke, wind, falling ash, and flames on the hillsides. There was bumper to bumper traffic evacuating through the smoke in 2002, and traffic, homes and businesses have increased dramatically since then. Consider that nightmare scenario when evaluating the total gridlock that occurred on August 3, 2020. There are frightening parallels to the Camp Fire in Paradise, CA, where the town was destroyed and people were burned alive trying to escape the flames. That's what keeps me awake at night.
Impact on Traffic:
The roads in West Glenwood are entirely inadequate to support a development of this size. The addition of 1000-1500 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these months will not reflect the reality of this area.

Proximity to schools:
Currently, the developer plans to have their main exit immediately opposite both the Two Rivers School and the Montessori School currently housed in the Glenwood Business Center. Even if the developer moves the exit street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable. Teachers at Two Rivers School routinely park on the streets near the school. Where will the teachers park when those spots are filled with overflow from the development?

Green Space:
Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

Excessive Building Height:
West Glenwood has long been marketed as "Sunny West Glenwood." Four story, 40 foot tall buildings will create an "urban canyon," robbing residences north of Donegan Road not only of their views of our mountains, but of their access to sunlight, especially in the winter. Existing high rise buildings around Glenwood Springs have been backed up to hillsides, where surrounding neighborhoods have not been severely impacted by their height.

This proposed development is simply incompatible with the surrounding neighborhood at best, and at worst compounds the already existing danger to current residents, and to those hundreds of proposed new residents. The safety and quality of life of residents of Glenwood Springs should not be sacrificed to uncontrolled growth and the profit of an out of state developer. I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Marilyn Dorman
Donegan Road

From: Russ Brown
To: Trent Hyatt
Subject: annexation in West Glenwood and development
Date: Wednesday, March 24, 2021 2:08:17 PM

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this is copied but is something that must be addressed with this annexation and development...

Cj Peugnet West Glenwood Pasture Development

nohatYSpondeesgsfltoufoetdrduuayo crat 12:reu4dt1 hPM ·

Follow the water: Lately, the City has been pitching the “necessary“ upgrades that our town’s water/sewer lines “desperately“ needs. We are in a messy situation here folks, because of outdated and poor oversight. Very poor planning and management if you ask me. Now, as the City considers the annexation and development of 360 additional new dwellings, IS the City really looking and planning and studying the impacts both negatives and positives of such a massive development. Lets just take a look at one very important issue to me. OK, let’s do some simple arithmetics First. According to the director of public works the average medium size home consumes 5,000 gallons a month. If one was to say, multiply 5,000 by the number of units being proposed what does that give us? That is 1.8 million NEW additional gallons of fresh water needed for basic home usage PER MONTH. About the same amount of sewer water that has to be processed and re-cleaned. Can these be put on a capacity model? 1.8 million gallons! this is just basic usage. It does not include the developers’ swimming pool/water area nor does it include irrigation for keeping up the many “grassy” knolls I‘m sure they will have. This is Phase I. What of Phase II development of the WG Mall? A quote from one of my favorite movies “If you build it they will come“ We live in a beautiful place, I get it. A lot of folks want to move here, I get it. There is not enough housing, I get it. But the fact remains that our current infrastructure is not limitless. Our beauty is limitless but our infrastructure IS NOT. The building of such a massive development WITHOUT projecting future use of existing limited resources is in line with decades of poor decision and planning by the City. It also means that these new dwellings will bring additional vehicles, water usage, sewer usage, pollution both air and noise. We have NO Supermarket in WG. This will also create a higher strain on our town’s ONLY supermarket. Where will these new children go to school? Can we have a capacity model for that? Can our only Hospital support “X” (x= unknown) amounts of new sick or injured new residents? I guess what I am trying to say & ask at the same time is “can our current infrastructure support these new dwellings“ The City can’t keep up with current infrastructure on existing water/sewer lines. I will not even talk about our streets & pot/holes.The City’s poor planning and oversight has the old part of Glenwood Springs in a pickle because they have NOT been doing their jobs for DECADES. The City has been passing the infrastructure puck for decades. Not a single person in our City can/will stand up and own this particular problem. ”They have Inherited the problem” the fact is: The City has not been monitoring old, outdated and decaying infrastructure and replacing it. They should have a working map replacing 500 or more feet per calendar year. Its called projecting and repairing aging infrastructure. All major cities have this, as their DUTY to their fellow TAX paying neighbors/citizens. Nothing speaks louder than the gratification the citizenry has, when our tax monies are well spent by having clean, dependable water/sewer and roads infrastructure. Think of ancient Rome, THE standard of a modern city with their water/sewer & roads. I will ask once more: can our City Officials look us in the eyes and tell us that the city can logistically support 360 new dwelling? My answer looking to the past, is I regret, an overwhelming no. I will leave you with one major “Food For Thought” Why do you think that the West Glenwood Sanitation District in West Glenwood has stayed uncomfortably quiet? I suspect, that in no way shape or form can this “little plant“ could fathom to keep up with the water demands of 360 new homes.

I am in agreement with all these issues being a problem and we don't need to add to it...this will cost the city to annex this property and development...BAD IDEA!

Sure hope you read this entirely!

--

Russ Brown
russellbrown.co@gmail.com
970-945-2800 hm
970-618-9552 (Verizon cell)

From: james conway
To: Trent Hyatt
Subject: West Glenwood Pasture Development
Date: Saturday, March 27, 2021 2:02:03 PM

Dear Mr. Hyatt,

I am writing in opposition to the proposed development located in the pasture behind the Glenwood Springs Mall.

Glenwood has always been a small city with a balanced mix of single family homes, townhomes and condominiums, and apartments. Glenwood is known for it's small town atmosphere and I fear we are now in danger of losing that .The enormous size of this proposal threatens to change forever the atmosphere of our town. Along with the other large apartment projects recently approved, I see us becoming a bedroom community for up valley workers and fear we are at risk of losing the reasons we all came here in the first place. The Western Slope is desirable to developers and we residents rely on our elected officials to protect our community by acting as a check on uncontrolled growth.

I also believe approving this development is a slap in the face to the residents of West Glenwood , especially those living north of Donegan Road ,as this will change what has been a family area to a high density area having more in common with the large front range communities than the small western slope town we all love.
I think the local residents deserve better.

We have been evacuated twice during our time here and I agree with the comments and concerns that if we have a fire or other emergency, Donegan, Mel Rey and the other roads in this area can't handle the projected traffic safely. Last summer , a small fire in South Canyon created chaos in West Glenwood. If this development is approved, such chaos will become a common event. This situation could quickly become more than just an inconvenience. We could actually face a dangerous situation in case of fire or other emergency..

Also, West Glenwood lacks amenities such as a grocery store, coffee shops, parks, and open space that are necessary for a large concentrated population.The entire Glenwood community doesn't have the infrastructure to support such a massive influx of new residents. Good planning should seek to avoid the necessity of reliance on automobiles and encourage pedestrian use. A development of this size will create many auto trips per day for routine services that are not available nearby.

I am also concerned about our future water needs as climate change continues to impact us all.

I realize that this area will not remain a pasture forever, although I and many others believe leaving the pasture as a park or open space would be a good idea. I am asking that the city not approve this project and instead look for alternatives that may result in a smart development that will complement and not destroy our neighborhood..

James Conway
147 Donegan road
Glenwood Springs. ,

From: Kim Worline
To: Trent Hyatt
Subject: Proposed development in West Glenwood
Date: Monday, March 29, 2021 7:16:34 AM

Good morning Trent,

It is my understanding that I missed the meeting for public comment regarding the proposed development in West Glenwood Springs. It was suggested that I write to you in an attempt to share my concerns about this proposal. I ask that you please include my comments along with the other residents of Glenwood Springs.

First, I understand that some development is inevitable, and there is a need for affordable housing options in our community. There aren't many parcels of land left so it doesn't surprise me that this field is now being considered for development. I would like to propose that if we are to move forward with allowing the development of this land, that there would be a reduced number of units in the plans. This would decrease the traffic and environmental impact in our community, and I believe would be a fair compromise. In addition, parking plans that allow for 1.7 cars per rental unit is unreasonable. People who occupy these rental units will likely have at least two cars. When I look around my little neighborhood of Vista Drive, I see at least two cars per house, if not three of four. I moved back to Glenwood Springs in 2001 and have lived through several of our devastating fires. In 2002, I quickly packed up a few valuables, my twin 1 year old girls and our dog when we had to evacuate for the Coal Seam Fire. Getting all of us who live in West Glenwood safely out of the area took a while. Since then, we've seen more development in this side of town, and I can only imagine what an additional 600+ cars would do to an evacuation scenario. Lastly, why are we encouraging more development of rental units? Shouldn't some of these units be available for purchase?

My husband and I believe any development plans that are approved should be balanced, safe, and in line with the values we all share in our community. We do not agree with the scale of this development. If this particular developer is unwilling to consider fewer units and units that could be for sale, then perhaps we shouldn't accept their offer and open it up to other developers who are more in line with the values of our community. Glenwood Springs is a desirable place to live, and I would think that there will be more offers on the horizon where people can still make money on their investment with fewer units.

Respectfully,
Kim and Andy Worline
45 Vista Drive, Glenwood Springs, Colorado

From:	Jennifer Smith
To:	Trent Hyatt
Subject:	Pasture annexation - comments and questions
Date:	Monday, March 29, 2021 8:40:41 PM

Dear Trent,
My family lives on the west end of Donegan. We are not in the city.
This project has raised our awareness to the city's lack of a comprehensive emergency evacuation plan. None was mentioned at the meeting, leaving me to conclude that there isn't one. Please let me know if that is incorrect.
We like all our neighbors were stuck at our home during the fire last summer because of the instant gridlock at the roundabouts. There was no agency managing traffic in the roundabouts leading to panic, altercations and hours of fear. Regardless of what happens in the pasture this is a large issue that needs addressing. It seems that the city has an opportunity to seek assistance with any infrastructure for such a plan with this project and other pending developments in the city. I would like to hear how the city plans to avoid that situation in the future.

I like the plan submitted by the developers for the parcel in concept, assuming the city can prove that it can manage the traffic on Donegan and in an emergency.
It seems appropriate for the city to request a maintained access from the development through the mall for both cars and pedestrians.
I would prefer that all traffic use center drive or the mall.
Already people fly down Donegan. We have asked for speed bumps, signs, and more but nothing is there. With the proposed on street parking, traffic exiting the proposed development will not have sight lines without pulling into the proposed crosswalk and bike lane to able to turn onto Donegan. This puts pedestrians and people on bikes at significant risk with every car turning into and out of the development.

Also the proposed 4 foot grass next to the sidewalk is not wide enough to plant a happy tree.

It wasn't clear to me from the presentation whether there will be sidewalks and a bike lane on both sides of Donegan. Can the city answer that?

Also will this PUD proceed in phases? If yes, has the city requested or considered requesting that the public areas be built first to avoid the problems from Cardiff glen where the amenities were never built? What requirements will the city consider in this regard before agreeing to annex?

Thank you for your time
Jennifer Smith

Sent from my Verizon, Samsung Galaxy smartphone

Dear Commissioners,

Thank you for letting the people speak on your last meeting concerning the West Glenwood Pasture Development. I am sure you were sick of hearing the continuous talk of fire and fire evacuation. I hope you heard the plea in our voices on the seriousness of our situation out here. Please consider taking care of the residents that live here now instead of adding to the problem. That is all any of us are asking.

Unless you have lived in a fire evacuation with smoke and flames around you with being in gridlock, you will never understand the terror that one experiences. In my opinion we have been so lucky to not have had any big disaster thus far. If you add that many people out here you literally have our lives in your hands. I hope someday you won't need to live with regrets of this decision where people die because we can't get out. We live in such a precarious place, with a major interstate and the geography surrounding us. I can only ask you step back and look at the big picture. In the last fire we planned on going up thru Storm King Ranch, whether that was the smart thing to do or not, but we knew our chances of getting out of W Glenwood was slim to none. It was that or get in Mitchell Creek. We all know it's not if another wildfire will happen, it's when it will happen. We are living in a drought and again why does no one look at the future of what will happen when the water isn't here. I heard of several people who's springs had dried up that had them for generations. There are already water restrictions so it blows my mind to not have respect of our natural resources with everything we are experiencing in this time of climate change.

I want to personally thank Commissioner Schachter as he brought up the fire danger and we appreciated all the questions he asked. It felt like he was someone who actually listened to us and cared.

Also it doesn't have to be a wildfire, it can be a mudslide or even an accident on the interstate. Where do you think the cars go? They flood W Glenwood and no one can move. One gentleman brought up how semi's get lost when coming up Mel Rey onto Donegan. I have seen the same thing on the West end of Donegan, when the interstate shuts down. They try to follow GPS and it was total mayhem.

In fact it looked like a convoy with semi's and camper trailers stuck in gridlock, coming up that narrow road from Hwy 6 to Donegan.

We know after the Glenwood Fire, the canyon will be closed again & again the minute we have threats of hard rain. We will get the bulk of that traffic and no one can move thru that roundabout to even get into Glenwood Downtown.

I plead you have some kind of vision for Glenwood. My husband was born and raised here and I am here 42 years. It's hard to see our small town be diminished. We know change is inevitable, but even having some kind of retail there would be better than 24 hour rentals. A restaurant, a movie theatre I know is just a dream or better yet a grocery store. None of this matters, but I knew Adolph Diemoz when he owned all the land that is now built up with Car dealerships etc, and he would ride his horse thru W Glenwood when it all was pasture where the kids played in the creek. Whatever the current Diemoz plan is, this is not what Adolph envisioned. It's our joke he is rolling in his grave with what has happened.

Just because you put sidewalks around the complex doesn't address all of Donegan. Most hikers, dog walkers, bicyclists, go west down Donegan up Mitchell creek where we have no sidewalks. Cars drive too fast and sometimes you have hikers on both side of the road. It's very dangerous.

Also Trent said the traffic flow with the school has different peak hours. I am having a hard time believing people aren't headed to work at the same time children are being dropped off at school. I can tell you when school starts and ends the Storm king road and Donegan is totally backed up.

Enough people have sent statistics about water and parking and I know I speak a lot from the heart. I am sad to see what has happened to our town, so I am pleading for once can we say it's not a fit instead of bowing to the almighty dollar.

Respectfully

Bruce & Lee Bowles

Property owners on Mitchell Creek

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: Pasture
Date: Friday, April 2, 2021 9:45:38 AM

Hello Trent
I received the comment below re: the West Glenwood Annexation and added it to the post hearing comment file.

Gretchen

-----Original Message-----
From: Tim Porter <timabq@msn.com>
Sent: Friday, April 2, 2021 8:03 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Pasture

Gretchen,
I thought of some more problems with the pastor development this is not an order of importance just off the top of my head first the construction company is not from Colorado and I don't believe the apartment management would be from the depart from Colorado which would be essential. It seems as if there's no long-term plan we need to consider the future of the mall the future of the new mobile home park west of Ami acres run by the city of Glenwood. Also I would like to know what the city water and sewer (not to mention trash pick up and the amount of trash that I see in West Glenwood) of this plan. The traffic and down again cannot handle this I was already concerned about the number of dump trucks driving on donegal going to dump dirt for the construction of the city of Glenwood RV park west of Ami's acres. There is also the matter of not just parking but sidewalks bike paths safe crossing for children walking to the schools on either side of this pastor development. I would also like to see the planning numbers for Glenwood Springs percentages of new apartment percentages of new homes for purchase. I think we should be considering affordable housing for purchase and if this development is on the future there should be a mixed use of rentals /purchase.
Thanks
Tim Porter
34 gamba dr

Sent from my iPhone

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: New Developments Parking
Date: Tuesday, April 6, 2021 1:06:23 PM

FYI

From: pa <harlangwen2@aol.com>
Sent: Tuesday, April 6, 2021 11:45 AM
To: paul.schirmer@cdsg-us.com
Cc: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: New Developments Parking

Why do all new developments have limited parking?
Why is 1.7 the magic number for parking spaces in large, new housing developments? I don't know anyone with 0.7 vehicles. What about the other 0.3?
Seriously, most families, even those that qualify for "affordable" housing, have at least two vehicles. And I imagine that residents of these developments periodically have friends over for dinner or family visiting.
So, why allow the developers to get away with only 1.7 parking spaces per unit? This is the number cited in the proposed development behind the Glenwood Springs Mall.
Other developments, such as the one at Buffalo Valley, the one on Highway 6 in West Glenwood, and the one behind the RFTA station on Highway 28, all have limited parking.
It seems that City Council and P&Z should face reality when approving these large and, granted, needed developments.
Sharon Andersen
Glenwood Springs

This is a concern with the Proposed West Glenwood Pasture Development for me.
This Developer needs to have parking inside the property they are trying to develop and NOT on the Donegan Road. How in the world can you possibly put a sidewalk, bike path and then think you can park cars you are responsible for providing a space for and NOT on the Donegan Road.

I just heard that they are predicting the fire season to be bad. In my estimation there is no solution to the existing evacuation problem so this would be exaggerating the problem with the proposed West Glenwood Pasture Development adding hundreds more cars. Traffic jammed could cause hundreds of deaths and who would be responsible if this Proposal of 360 are allowed.

Sincerely,
Gwendolyn Porter

Michael R. Kinser
51 Ponderosa Drive
Glenwood Springs, CO 81601
Ph: (970)945-2287
mikekinser2@gmail.com

Trent Hyatt
City Hall
101 W 8th Street
Glenwood Springs, CO 81601

April 6, 2021

Dear Mr. Hyatt,

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

I. Safety

Comment:
An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

Background/Rationale:
Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can except wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left resident of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire. Since then, population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 1200 people from the PUD will only exasperates the problem. <u>The top priority of government should be to ensure the safety of its citizens.</u>

II. Water

Comment:
A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

Background/Rationale:
Last August, Glenwood Springs residents were placed on water restrictions. Odd numbered home addresses could water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering could only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzly Creek Fire forced the closure of the Grizzly Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

III. Traffic

Comment:
Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

Background/Rationale:
Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less

traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparal Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

IV. Parking

Comment:
An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 1200 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

Background/Rationale:
The PUD proposed 625 parking spaces (1.7 spaces/housing unit) which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot.

V. Neighborhood Compatibility

Comment:
Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

Background/Rationale:
City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have

all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

VI. Other Impacts

Comment:
Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, hiking/biking roads and trails (e.g., Mitchell Creek).

Background/Rationale:
Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

That concludes my comments, issues and concerns. Thank you for the opportunity to comment.

Warm Regards,

Michael R. Kinser

JOHN R SCHENK
620 HYLAND PARK DRIVE
GLENWOOD SPRINGS, COLORADO 81601

April 6, 2021

Trent Hyatt
Senior Planner
Glenwood Springs Planning Dept.
101 West 8th St.
Glenwood Springs, CO 81601

Re: Donegan Annexation and Initial Zoning/ Rezoning #69-20–480

Greetings:

My wife and I are residents of Glenwood Springs, Colorado and are directly acquainted with the skill and craftsmanship of the Diemoz family since we have resided at 620 Hyland Park Drive since June 30, 1997. The dwelling on this property was built by Adolph and Floyd Diemoz in 1963. This home is as sound today as it was when built which reflects a commitment to excellence which is a hallmark of the Diemoz tradition. When a few questions arose after our acquisition of the property, I approached Floyd with these questions. He walked back to his records section and pulled a records binder on the construction of this property which he had maintained for over 30 years. I have little doubt that this binder is still in his possession and believe that is the standard practice for all of the construction projects in which he, his father, and his son John have been involved.

Through the years during which I practiced law in Glenwood Springs I was also acquainted with projects undertaken by Floyd and John for my clients throughout the local area. The attention to detail and diligence exercised by Diemoz Construction have been rarely exceeded.

Although the project before the Planning and Zoning commission involves a R2 Partnership as developer a newcomer to the Glenwood scene, I have taken the time to review the plans and specifications for this project with Floyd and John and have also learned about the background, reputation, and capability of the contract purchasers. Based on that review and confidence in the word of both Floyd and John, it appears the proposed project conforms in every detail with the Comprehensive Plan of the City of Glenwood Springs and, in fact, in many respects, exceeds the express goals and policies of the city for such a development. This proposal should be approved without reservation.

Thank you for your attention to these details.

Very truly yours,

John R Schenk

From: Michael Hoban
To: gretchen.ricehill@cogs.com; Trent Hyatt
Subject: Take a Breather
Date: Wednesday, April 14, 2021 5:24:13 PM

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we are so angry about what has been going on with developments the last few years. Small town character is basically gone. For what is left, we need to stop developments and like a busines,take stock and inventory . When we do this inventory we will see what we have, and later what we need.

To most of us ,we are at the critical point of no return. The further on this path we go, theworse it gets.

Glenwood has always been a very special place. All the amenities we have are at least world class. Then why are we trying to choke ourselves to death?

Our job is not to provide high density units for the masses. Our job is to take care of the safety and welfare of our residents . Our job is to take care of our very special home. please.
Michael Hoban, Glenwood

Sent from my iPad

From: David Alcott
To: Trent Hyatt
Subject: rezoning letter of support
Date: Thursday, April 15, 2021 1:00:39 PM

To whom it may concern:

An application has been submitted by Glenwood Partnership, LLLP, for a property under 480 Donegan Road Annexation and Initial Zoning/Rezoning. There are two parcels, 3+ and 12+ acres, immediately north of the Glenwood Springs Mall. I would like to speak in favor of that application.

I served on the Transportation Commission for about 8 years, approximately 2003 thru 2011, and was chair for most of that time. That put me on the Steering Committee when the 2011 Glenwood Springs Comprehensive Plan was developed. As I remember, this property was on the planning radar from the prior comprehensive plan.

Affordable housing has been a top tier concern for this valley for years. Glenwood is geographically constrained, and cannot just spread as other communities might. A number of approaches have been tried or suggested. Closing the door to newcomers after one has arrived does not work. Rent control does not work. Public housing and deed restrictions have mixed success. Much of the new housing built in the area is targeted at move-up markets. Increased density, especially on infill sites such as this, is important. The proximity to public transportation means that personal vehicles may not be required at the level that they would be at other locations. The mix of studio, one, and two bedroom apartments will automatically serve a lower economic segment of the economy. Lack of supply has been a contributor to our high cost of housing. This project will help to increase the supply of more affordable units.

My one quibble with the project as currently envisioned is with the commercial segment. Rather than a restaurant, it seems that a small convenience or grocery store where one could get staples and perhaps fresh fruits and vegetables might better serve the neighborhood. But that could come with the redevelopment of the mall, whenever that might be.

There will be challenges with the project, but the owners have a demonstrated history of foresight and community mindedness and desire to work with the community to achieve a project that will be beneficial for all.

Respectfully submitted,

David Alcott

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: W. Glenwood Annexation - Letter to Glenwood City Council
Date: Monday, April 19, 2021 8:53:23 AM

Trent
For your info and file
Gretchen

From: NANCY BROOKS <nancybrooks179@comcast.net>
Sent: Saturday, April 17, 2021 11:44 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Letter to Glenwood City Council

Dear City Council Members,

Please consider my reasons for opposing the density of the apartment complex plans on the Diemoz property in West Glenwood. We all realize that it is the right of Floyd to develop his property, but the size will cause many major problems as well as spoil the rural feeling we have in this part of town. Some of the buildings will be four stories high, completely destroying any view of the mountains, and the apartments will add at least 1500 more vehicles to the traffic. There are only 1.7 parking places allocated per unit meaning that many cars will be parking along Donegan Road and in front of the Charter School. Most frightening of all is the possibility of everyone in West Glenwood having to evacuate because of a fire as they did a few months ago. Many people I know were stuck for hours trying to evacuate, and many lives could be lost. There is already a major problem with people from Oasis Creek and other subdivisions attempting to get on the roundabout during work hours to get into downtown.

Glenwood Springs has been discovered and is being over- developed. "Build it and they will come." What we desperately need are single story dwellings on that property, or even a senior living center that all other communities either already have or are building Thank you for all your many hours of work and consideration of my suggestions!

Sincerely yours,

Nancy Brooks
0179 Creekside Court
970928-8189

From: Jeremy Gerbaz
To: Trent Hyatt
Subject: annexation of 214 center dr.
Date: Monday, April 19, 2021 10:09:22 PM

Attn: Glenwood Springs, Colorado Planning and Zoning Committee
Regarding: Annexation of 214 Center Dr. Glenwood Springs.

I am writing again because I have a few more thoughts after the last planning and zoning meeting.

First, let's say this project gets approved and their is not any further fire safety studies done, like all the residents of West Glenwood have asked for, and the worst happens. Their is a fire and residents get stuck and can't evacuate and end up dying. The first thing I am doing if I am a relative is suing the City of Glenwood for negligence.

The second thing is, the buildings that face Donegan Rd, how tall are they? Not some estimated number. What is the height from Donegan to the top of the roofs? Also, what is the height of all of the other building from the ground to the top of their roofs?

Third, I have spent a lot of time on Donegan Rd since the last meeting and their is a ton of traffic. I do not think the traffic study the developers did is accurate by any means. I think they need to do a long term traffic study that covers several months and maybe even different times of the year.

Forth, as noted before, having spent a lot of time on Donegan Rd since the last meeting. I do not think there should be any parking on Donegan at all. There should be adequate parking for all residents of the development inside of the development.

Sincerely,

Jeremy Gerbaz

From:	Michael Hoban
To:	gretchen.ricehill@cogs.com; letters@aspentimes.com; letters@postindependent.com; news@soprissun.com; Trent Hyatt
Subject:	West Glenwood pasture development
Date:	Tuesday, April 20, 2021 12:35:13 PM

Home for us is West Glenwood. A Cincinnati developer wants to build 360 units behind the old mall. This is so overwhelming for us. We are all in shock. We have no infrastructure for even 20 units. No way to widen our roads , no way to handle 900 more vehicles, no room in our two schools, grocery store ,clinic and tiny park. this development would crush us. We have been through all the terrifying fires and mudslides. Most of us have some things packed for the next one. Last Summers small South Canyon fire again showed us how vulnerable and dangerous our situation is.With I; 70west closed, we had total gridlock here and I heard halfway to Carbondale. If that fire raced into West Glenwood, we would have had no escape and some folks would have died . This is extremely serious !!! We need to get real about this situation. the proposed development would not work . This comes down to human rights versus development rights. The answer is the safety and welfare of our residents. We come first. Remember, these developments heavily impact all our valleys. Please join us on Facebook at westglenwoodpasture development.com.
Michael Hoban, Glenwood
Sent from my iPad

From: James Drolet
To: Trent Hyatt
Subject: Public comment on Annexation request 214 Center Drive
Date: Thursday, April 22, 2021 11:50:53 AM

RE: Consideration of annexation 214 Center Drive Glenwood Springs

The project looks like a well laid out concept that can help our community's housing shortage. One of the impressive aspects of this project is that does not rely on large taxpayer subsidies and enables free market solutions to significantly improve the housing availability in our community.

Thank you for considering my comments

Jim Drolet
Glenwood Springs, Co

From:	hrududu@sopris.net
To:	Gretchen E Ricehill
Cc:	Debra Figueroa; Jennifer Ooton; Trent Hyatt
Subject:	Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership
Date:	Monday, April 26, 2021 5:06:04 PM

Hello Gretchen,

I just wanted to share a few comments related to the above. Please share with Planning and Zoning Commission members and others as appropriate.

I have been periferally following this application and my concerns include the following:

-1) From the below Parkland Dedication requirements in the city code, this development would add approximately 900 residents. Estimating approximately 9000 current residents in the city of Glenwood, this would add another 10% in a very small parcel compared to the existing corporate limits. It seems like too much density adding to already existing issues in West Glenwood. In my cursory review of the P & Z application packet, it was not clear to me from whom these residents will be receiving potable water. If from the City of GWS, then that would represent a great demand on the already climate change, amounts and usage, and wildfire-related impacts on Grizzly and No Name Creeks that provide water to the city.

-2) Per the Parkland Dedication requirements, the number of units (360) in this multi-family development would require 6.3 acres of parkland dedicated (see code pasted below). As there is a shortage of parkland in that area there should be an actual dedication of public parkland, not just the “open space” offset proposed by the developer. As is the case with St. Stephens school and their use of the city-owned Sayre Park as their de-faco playground, and as I’ve heard Two Rivers Community School utilizes the City of Glenwood’ Gregory Park in a similar manner, it could be another added “public” benefit to ensure an actual parkland dedication requirement of this development rather than “fee in lieu of” or “waiver of fees” in exchange for some “commitment”.

070.040.030 - Site Development and Improvement Standards (g)
b.
Amount. Park land shall be dedicated in the ratio of 0.007 acres per resident or seven (7) acres per one thousand (1,000) residents of the proposed development, to be computed as follows:
1.
3.5 residents per single-family dwelling unit;
2.
3.0 residents per two-family dwelling unit; and
3.
2.5 residents per multi-family dwelling unit.
4.
1.25 residents per accessory dwelling unit (ADU).
c.
Applicability.
1.
Pre-Existing Development and Redevelopment. Except where there is an increase in intensity of use from a prior approval, the City Council shall waive all parkland dedication requirements where previous arrangements have been made and approved at the time of

annexation, subdivision, or development of the same property. In the event that there is an increase in intensity of use, an applicant shall only be required to dedicate additional lands based on the ratio of the existing approved intensity of use or development to the proposed new use or development.
2.
New Development.
i.
The provisions of this Subsection shall apply to all new residential development, including the residential component of mixed-use development.
ii.
Where mixed-use development (commercial/industrial/institutional and residential use) is proposed, the parkland dedication requirement shall be calculated based on the adopted residential per-acre value.

-3) As the proposal wants to utilize public right-of-way to meet their parking requirement, it may not be realistic as I've heard of issues currently with parking associated with the staff of Two Rivers Community School along the burden on the city to maintain and enforce the development's residents offsite parking area. Plus with the municipal code requiring parking time limit of 72 hours, it seems it would be an issue especially when encouraging people to use public transit or alternatives to single occupancy vehicles.

-4) With a cursory overview of the proposal, there does not seem to be any good provision/requirement for pedestrianism. I've seen people including students walking in Mel Ray Road which has NO sidewalks. As proposed it looks like pedestrians would have to continue walking within the roadway OR walking around to Storm King Road, then east in front of the mall using existing sidewalks to get to the nearest bus stop or to continue on current sidewalks or trails. The developer of ANY development on this sites hould be required to negotiate, construct and maintain a sidewalk and privacy fence, along the eastern edge of the Glenwood Springs Mall property to the bus stop and existing trail/sidewalk connections.

-5) Again, as the shortest distance between two points is a straight line, this development with the number of residents and the anticipated 2200 vehicle trips daily should negotiate and be required to have direct access to Highway 6 & 24 rather than having the ONLY access/egress point onto Donegan Road. It seems that in the near future, the city of Glenwood would be acquiring more lane miles of roadway and utility infrastructure including more of Donegan and Mel Ray Roads with proven need for sidewalks. And as has been "encouraged/desired" in the past, the city could/should annex more of the remaining residential portions of West Glenwood. The proposal includes offsite roadway improvements ONLY at the extreme east end of Donegan Road and intersection of Highway 6 & 24.

From application "Referral Agency Comments": From: Wyatt Keesbery <wkeesbery@garfield-county.com> Sent: Monday, March 1, 2021 8:46 AMTo: Glenn Hartmann <ghartmann@garfield-county.com>Subject: RE: City of Glenwood Springs Land Use Referral in West GlenwoodGlenn,If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them toannex just portions, it is ALL or nothing.Wyatt

-6) In my review, I did not see any comments from our Fire Chief. As a GS Rural Fire District board member, I asked Chief Gary Tillotson if there should be concern with the density and height of the proposed buildings in the development being up to five stories high including parking below? And if there may be a need to acquire another aerial apparatus and there was agreement there would probably be such a need. The last aerial was budgeted for $1.2 million. Yet another expense that would be faced by the city. As there is need to replace the current West Glenwood fire station, perhaps some provision or negotiation can be included in the discussion with this development proposal?

-7) It has frequently been a life-safety problem related to wildfires and other incidents with South Canyon/I-70 closures where West Glenwood has become gridlocked and West Glenwood residents have been unable to evacuate. With three schools in the area along with existing residents, adding another projected almost 1000 residents in this area will add immensely to a frustrating and potentially life-threatening situation. With the South Bridge project and approval to hire a deputy fire chief, the city is aware of the need to work on evacuation planning, now primarily focused on residents in South Glenwood and the Garfield County Four Mile corridor residents. A plan needs to be formulated for West Glenwood residents as well, those both current AND future.

-8) The City of Glenwood is in the driver's seat related to this development proposal, especially with the request for annexation and Planned Unit Development (PUD) district request. The city staff, board members and elected officials now have the ability to request/dictate requirements to the benefit and NOT detriment to both the city as a governmental entity AND to all current and future residents. Does this proposal provide "… greater benefit to the City of Glenwood Springs"?

"070.020.180 - *Planned Unit Development* (PUD) District.

(a)

Purpose. *Planned unit developments* (PUDs) are intended to allow for greater flexibility in the application of zoning and *development* standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs. "

As a resident of No Name and not living within the municipal limits of the city, along with the many, many residents of West Glenwood who will be impacted by this development proposal, "WE" are not constituents of the elected officials of the city or its boards and commissions. But we are all parts of the greater Glenwood Springs community, benefiting from and contributing to this very special place. This proposal with its density and projected number of residents has many significant wide-ranging impacts both short and long term. Will any perceived or proposed benefits outweigh the many negative impacts? Loving the uniqueness of living in No Name, I really don't have a "dog in this fight" being not directly impacted by this development proposal, but I do care for those in West Glenwood who will be so impacted by what happens in their back and front yards and lives and safety. They have helped made my

living in Glenwood Springs for over forty years an integral and important part of my life and calling Glenwood Springs “home”, thus my desire to share my thoughts for your consideration.

Thank you for your time, attention, work and efforts,

Greg Jeung

1188 CR 129

Glenwood Springs CO 81601

970-319-7697

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: West Glenwood Mall development project
Date:	Monday, May 3, 2021 11:18:49 AM

Trent
Below is a comment for the Annexation file.

Gretchen

From: Jeanne <jeanne.dekoninck@gmail.com>
Sent: Monday, May 3, 2021 11:16 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood Mall development project

Please forward to P & Z :

We believe the planned development is TOO dense.
The extra traffic is a concern especially for users trying to get on Donegan Road from Sunny Acres and Vista Drive with poor visibility. Also the extra traffic will make bicycle riding more dangerous.

Gridlock is a big problem now.
Whenever there's an accident or closure on I-70 you can't even get to town or anywhere else from HWY 6.
Fire evacuation will be the same. I was sharing my concern with a friend who lives downtown and he told me I could always hang out on the golf course and go into the pond if it came to that point.

More cars on the road won't help this situation.

Sincerely,

Jeanne and Dennis Dekoninck

Sent from Mail for Windows 10

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: Re: pasture developement
Date:	Monday, May 10, 2021 8:25:28 AM

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 5:00 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Fwd: Re: pasture developement

-------- Original Message --------
Subject: Re: pasture developement
Date: Thu, 22 Apr 2021 19:31:32 -0600
From: George Shaver <georgeshaver1836@gmail.com>
To: folo@sopris.net

Lisa
Please send this to the city. We are permitted from individual contact on such matters. I can't read this if it is not part of the public record but can and will if it is out there for all to see.
You can find Gretchen Ricehill on the city website in the community development department.
Thanks
George

> On Apr 22, 2021, at 8:31 AM, folo@sopris.net wrote:
>
> George and Sumner,
>
> First I'd like to thank you for serving on P&Z. It is wonderful that you are willing to give to our community. I know that you have already heard many of the concerns of the West Glenwood residents. But I would like to share my concerns after living in my family home of 54 years.
>
> Many of us evacuated for the Storm King and the Coal Seam fires. It was a frightening experience for me with three small children. My husband was a fireman at the time and stayed behind to fight for the neighborhoods of west Glenwood. This past summer was equally frightening when the streets of west Glenwood were inundated with bumper to bumper traffic and the south canyon fire burning. The residents

of west Glenwood were prepared to evacuate their homes but could not even get out of our driveways. If this developement is pushed through the extra 1000+ residents will only compound the problem.

Last summer the developer met with a few of us. He listen to our concerns but they fell on deaf ears. Mr. Rosenberg said that there would not be a "main" entrance onto Donegan. Why would you put the main entrance up into our neighborhood. When the main goal would be to move the traffic south and toward town/I-70. Another concern is putting parking on Donegan. Why is he not planning to have all of the required parking inside of his development? Plus allowing parking on the south side of Donegan will give people the impression that they can park on the north side of Donegan. As one resident pointed out, there are many lost semi drivers that come up Mel Rey turn left onto Donegan drive down to Storm King Road. Make another left to get back to 6&24. We already have the problem with the buses parking on the shoulder now we'll have parked cars too.

I am also wondering where Mr. Rosenberg thinks that he can get away with a 53 foot building. The four story limit doesn't apply to him? Where else in this are is there a four story building? No where because we are a residential neighborhood made up of SINGLE FAMILY HOMES!!!!!!!!!!! I am also concerned with the "work/live" units. Those units are located across the street from the Two Rivers School. That area is already a mess. So now he thinks more commercial space should be added there?

I know that many P&Z members did a drive through to check out our area. I'm wondering if either of you went down Center Drive towards Gregory Park? That over populated street is bumper to bumper with parked cars on both sides of the streets. During the day it is the teachers that park there. At night it is the residents that don't have room in their own garages or driveways, that take up that space.We already have too many vehicles parked everywhere. You can not even enjoy the tiny park that the city provided all of west Glenwood.

I believe that with our town and states concern with water supply we are asking for even more problems by allowing this huge development to proceed. West Glenwood does not have the infrastructure to handle a development of this size. Please understand that I am not against building. For goodness sake my husbands business relies on it. There are many other things that could be done in this beautiful pasture that would not negatively impact the lives of the residents of west Glenwood.

Thank you so much for your time.

Lisa Orosz

945-0452
0051 Chaparral Circle

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: WGWS Pasture
Date:	Monday, May 10, 2021 8:25:48 AM

Another comment

From: folo@sopris.net <folo@sopris.net>
Sent: Sunday, May 9, 2021 4:57 PM
To: wkeesbery@garfield-county.com; ghartmann@garfield-county.com; Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Cc: roaringforkrentals@yahoo.com; folo@sopris.net
Subject: WGWS Pasture

Glenn, Wyatt, Gretchen,P&Z, County Commissioners and City Council,

Reading through some excerpts from the packet (page 416). Wyatt Keesbery makes a comment that the city should annex ALL of West Glenwood not just bits and pieces. Well Mr. Keesbery, the city has done nothing but annex bits and pieces of West Glenwood my whole life. We residents of West Glenwood do NOT want to be annexed into the city of Glenwood Springs. Many of us purchased out here because it was outside of city limits and had a "country" feel. The city and developers have screwed that up for us.

Mr. Rosenberg acts as if lowering the amount of units (360 down from 418) and offering 1.7 parking spots instead of 1.5 is a gift. He is also thinking that a 53 foot building isn't going to block our view. This entire development is out of character with the single family home neighborhood that surround it. I also believe that all of the parking for this development should be inside it's own boundaries. Donegan should not have parking on it's south side because then the residents of this disaster of a development will assume they can park on the north side. Mr. Rosenberg also told us that the main entrance would not be on Donegan. Now he has changed his tune. Why would you pump 2200 trips a day out into "our" neighborhood and down Mel Rey. You would be ignorant to believe that the residents would take a different route. I am wondering if story poles could be placed out in the pasture. So that everyone can see how high this monstrosity is going to be. Since this is going to affect the entire county by crowding the roads, clogging the round about, polluting our beautiful area I am wondering if we can take this to a vote of the people. For goodness sake we only have one grocery store. Lets add another 1000+ people. Why is it the responsibility of Glenwood Springs to provide employee housing for Aspen?

Lets take it to a vote!!
Lisa Orosz
folo@sopris.net
970-945-0452

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: West Glenwood develpment
Date:	Tuesday, May 18, 2021 8:41:14 AM

From: Joni McGavock <jonimc22@gmail.com>
Sent: Tuesday, May 18, 2021 8:18 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood develpment

Dear Gretchen and P and Z Board,

I have lived in Glenwood Springs for over 30 years. Sometimes I think we forget we live in a very confined canyon. To the west is South Canyon and to the east is Glenwood Canyon and we all know what issues those presents: fires, accidents, road closures due to weather, etc. It is no one's fault, it is the environment we are presented with. If I 70 was not running through our community maybe we could afford to pack more people in but let's face it, we have limited space and limited resources. And of course we need the tourist that I 70 brings us but that is more traffic.

Sure we can allow someone from outside our community to come in and build housing and gain the financial benefits from it, but can we support these 600 + people with water, schools, roads, fire protection, sewer facilities, and on and on? Can we afford to have so many people in this space? Tough questions for you all and I appreciate all the work you have done and will continue to do to answer these questions.

If you build it they will come, no matter how much you build they will come, it’s a beautiful and safe place to live, but if you allow so many people to be packed into a finite space there is no quality for anyone and “the beautiful and safe place to live” is no longer a beautiful, safe place.

Thank You
Joni McGavock

Gretchen Ricehill
Assistant Economic/Community Development Director
City of Glenwood Springs
101 W 8th Street
Glenwood Springs, CO 81601

I have been following the 480 Donegan annexation proposal for some time. I have read through most of the documents, reviewed the maps presented by the Applicant and also read through the many letters, both pro and con, regarding the annexation. While important arguments have been made regarding impacts on the character of West Glenwood, the substantial increase in traffic, the strain on services, and the proximity of Two Rivers school to one of two exits from the property, I believe the decision on whether to move forward with this project comes down to one thing: what is the value of human life?

Like many in West Glenwood, I was also tied up in the total lockup of traffic due to the 111 Fire on August 5, 2020. We were all fortunate that a west wind didn't pick up and drive the fire through the dry grass into West Glenwood. If it had, the total gridlock on Donegan, Storm King, and other roads would have prevented any evacuation of residents in the area by car. The only exit would have been on foot, an unreasonable expectation for some of our older residents. And with the roads already blocked by cars, access to West Glenwood by firefighting personnel and vehicles would have been limited at best, hampering the ability to stop the spread of the fire further east into town.

While it occurred before we moved to West Glenwood, those who were here during the Coal Seam fire also tell of great difficulty in evacuating even as the fire approached. One only has to look at the number of fires in and around Glenwood Springs in the last 30 years to realize that these are not rare events, but rather something that seems to occur every few years.

West Glenwood suffers from an access problem due to mountains to the west and north and the interstate to the south. The only egress from areas west of Mel Ray Road is to the east on two roads: Donegan and US 6. All other high density developments approved by the city in the last few years have been in areas where residents could evacuate to safety in two or more directions.

Thus I am quite dismayed by the dismissive way the Planning and Zoning Commission addressed this issue in the April 27, 2021 Report:

"Emergency evacuation of Glenwood residents and visitors as well as those traveling through to/from surrounding communities is an existing regional issue for which better understanding of traffic management is needed. The City does not believe the current proposal will necessarily have a negative impact on this existing problem."

One only needs to evaluate what might happen if an event similar to the August 5, 2020 fire actually encroaches on West Glenwood. There are approximately 200 households (Mitchell Creek, Western Hills, residences along Donegan) for which the only exit eastward is Donegan between Mitchell Creek and Mel Ray. If the 480 Donegan project is allowed to proceed with the number of units proposed, there will be

people from 360 additional residences trying to use this same evacuation route. The jump from 200 residences to 560 residences would clearly "have a negative impact on this existing problem".

There is ample experience to know that emergency routes out of West Glenwood are already woefully inadequate to handle the existing population of the area. Before any high density development can proceed, a plan on how to safely evacuate West Glenwood must be established and implemented. This can't just be "traffic management". Whether it's the video showing the rapid spread of last year's Grizzly Creek Fire or the speed that the fire raced up Storm King Peak that disastrous day in July, 1994 (2/3rds of a mile in 15 minutes), it's readily apparent that in the event of a fire quickly encroaching on West Glenwood there may be insufficient time for appropriate safety personnel to respond in order to direct traffic. Instead it means creating a physical infrastructure to handle the traffic trying to evacuate from West Glenwood. Maybe it requires widening and adding a center turn lane on Donegan that can be converted to an emergency second eastbound lane all the way to US 6. Whatever solution is developed, it must be designed and built prior to any high density development in West Glenwood. Obviously if the Applicant were to reduce the number of residential units in the proposal from 360 to 100 or so, a less aggressive and less costly infrastructure plan might be feasible.

If Glenwood Springs elects to annex this property to allow for high density development, then clearly the obligation falls on the city to design, fund, and construct all the improvements required to ensure safe evacuation due to this substantial increase to the population of West Glenwood.

To approve this application as presented, given that it will significantly amplify an already dangerous evacuation situation, is to place the push for development over the safety of the residents of West Glenwood. While it may not be possible to save homes and property if such a fire event were to occur, it is unconscionable to place the value of development over lives.

Ken Ransom
126 Creekside Court
Glenwood Springs, CO 81601

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: Donegan Road apartment proposal
Date:	Tuesday, May 18, 2021 8:41:24 AM

From: David McGavock <dmcgavock@tools4mind.com>
Sent: Tuesday, May 18, 2021 8:19 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Donegan Road apartment proposal

Gretchen Ricehill
City Planning
Glenwood Springs, Colorado

Dear Gretchen and P and Z,
I have lived on Mel Rey Rd, just a few blocks above the proposed Donegan Road Apartments since 1995. In that time I have watched the steady pace of development above my house, along Donegan (east and west of Mel Ray), across the Colorado River, and along Hwy 6 and 24. I accept that development will happen. We all agree that housing is needed in our valley. Despite these forces and needs, there are many reasons why the density of the proposed development is inappropriate for this particular location. My neighbors and your planning board have described the variety of problems in great detail. We need to make sure that the density fits any proposed location. While something will occupy the Diemoz property, we need to insure that it doesn't have the consequence of choking and endangering the people who live in West Glenwood.

Since 1995 we have been threatened by multiple fires. I will never forget the evacuation we experienced in 2002 during the Coal Seam fire. One minute we were observing smoke on the south side of the Colorado River, the next we watched the fire drive up the north side and we were ordered to leave the neighborhood. Fortunately we were packed and ready to go. Unfortunately, we didn't get further than Glenwood Middle School where we joined a line with all our neighbors on Hwy 6 and 24. From that vantage we watched the

blaze drive across the Wolfshone property toward the community center. All we could do was to sit and watch the tornadoes of fire. We could feel the heat while traffic crawled east. It took over 40 minutes to cross the Grand Avenue Bridge (our only escape). I realize it is hard to believe that traffic could move that slowly (usually an 8 min drive). This was 2002, before the townhouses were built on Donegan, the Six Canyon Apartments, and many other single family dwellings built since that time. I shudder to think what will happen next time.

I write this detailed description because it is easy to underestimate the gravity of this problem. Many of us have described our experience and concern. We need you; the board to put yourselves in our place and plan for the worst. The pictures of the development are pleasing. The need for housing is unmistakable. We are not simply saying "not in our back yard". I am suggesting that, if the land is developed for housing, that the density be reduced. If there is not enough profit in such a low density plan, so be it.

We heard our fire chief say that there is a need for a new fire house in West Glenwood and that no suitable location has been located. If we can't find a home for a firehouse, there should be no home for additional development.

I thank you and the board for your work on this proposal.

David McGavock
530 Mel Ray Road
GWS, CO 81601

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: West Glenwood develpment
Date:	Tuesday, May 18, 2021 8:41:14 AM

From: Joni McGavock <jonimc22@gmail.com>
Sent: Tuesday, May 18, 2021 8:18 AM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: West Glenwood develpment

Dear Gretchen and P and Z Board,

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Sure we can allow someone from outside our community to come in and build housing and gain the financial benefits from it, but can we support these 600 + people with water, schools, roads, fire protection, sewer facilities, and on and on? Can we afford to have so many people in this space? Tough questions for you all and I appreciate all the work you have done and will continue to do to answer these questions.

If you build it they will come, no matter how much you build they will come, it’s a beautiful and safe place to live, but if you allow so many people to be packed into a finite space there is no quality for anyone and “the beautiful and safe place to live” is no longer a beautiful, safe place.

Thank You
Joni McGavock

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership
Date: Monday, May 24, 2021 8:01:53 AM

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Saturday, May 22, 2021 5:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

Hello, Gretchen,
Please forward this letter to the Planning and Zoning Commission and others as appropriate.
Thank you.

I am writing to add my voice to those of the many fellow residents of West Glenwood Springs who have expressed their deep concerns about, and opposition to, the annexation and rezoning of the pasture property at 214 Center Drive by R2 Partnership. As a long-time home-owner in West Glenwood Springs who plans to live here many more years, I implore the Planning and Zoning Commission to thoroughly consider the following critical issues:

1. **Evacuation routes.** The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. What is the plan to take into account the 500-1,000 additional vehicles that this 360-unit complex will add to currently inadequate evacuation routes?
2. **Traffic.** Recurring closures of I-70 because of mud/rock slides, traffic accidents, other emergencies continue to cause massive, lengthy back-ups of traffic in West Glenwood. These closures and gridlocks prevent medical and police services from reaching homes in this area of 3,500 residents, more than one third of the population of the city.

What is the plan to address the issue of access into and out of West Glenwood

during such closures, when approximately 900 (25 percent) more residents are added?

3. Benefit to the City. What would be the economic benefit to the City of allowing this development to proceed? At a prior meeting of the Commission, this question was asked of City Attorney Karl Hanlon. He answered that historically a city does not enjoy an economic benefit overall from adding residential rental units; in fact, it often results in a negative economic impact. Why would the City allow this development to proceed if it likely will have negative economic consequences?

For these reasons, plus the many others already elaborated by my neighbors, I respectfully request the Planning and Zoning Commission to protect the safety, well-being, and quality of life of the 3,500 residents of West Glenwood by rejecting the application of R2 Partnership to annex, rezone, and develop this property.

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership
Date:	Monday, May 24, 2021 8:02:56 AM

From: fourkward <fourkward@gmail.com>
Sent: Sunday, May 23, 2021 11:02 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Initial Zoning of 214 Center Drive, Glenwood Springs and Development by R2 Partnership

Sent from my Verizon, Samsung Galaxy smartphone

To: City of Glenwood Springs Planning & Zoning Commission

We have several issues with the big development.
First would be fire safety. Our roads do not support evacuations. Evacuations have occurred in West Glenwood and have ended up in total chaos, it is extremely dangerous and life threatening. Adding that many more people, and their vehicles, would be a step in the wrong direction for human safety. The Fire Dept is not staffed or equipped to support such a project. Last year when south canyon closed due to wildfire, all roads in west glenwood were jammed up with vehicles so bad emergency services could not navigate through to respond to any other emergency calls if needed. They would have had to walk to respond to any calls carrying their equipment. This is really scary to think about if it was any worse than it was.

Our house, located on the west side of Mel Rey, will border the project, along with our business. The proposed project will take away views from us that we have enjoyed for 20 years, not to mention the night light pollution, which would increase 100 times more with this proposed project. Three story buildings are just way too tall and parking lots require a certain amount of lighting per lot and with the proposed development plans the building and landscape would take away from our property values.
They have shown plans behind our back yard fence for a parking lot. With us being in the Towing & Recovery business for 40 years, I know personally, I would want more protection then a wooden fence, because people can't be trusted with their driving abilities! We would request a safety wall

be built for our safety of our property, our house & most importantly my family. The proposed parking lot is way too close to my house.

Another concern would be the traffic study. We feel the traffic study is inaccurate. Living on Mel Rey for at least 20+ years as well as our trucking/ towing & diesel repair business 40+ years. There is significant truck traffic due to the designated truck route on Mel Rey, Donegan & Stormking Rd. Last year to this year, Mel Rey has been way calm due covid business & school restrictions, there was way less traffic then normal. After the old Post office on Stormking Rd. turned into a school, it has been hard to use the designated truck route because the school already lacks parking and has to park the school buses on the street. That is another issue all in itself but has been manageable with towing tractor-trailers with our heavy wrecker (tow truck). Now with the proposed development of adding thousands of people plus their vehicles, the proposed sidewalks will make it almost, if not impassable. We are not the only large trucks in this area that will have an issue trying to navigate the narrowing road with the proposed sidewalks on Melrey & Donegan. In all reality, the sidewalk should be built on the proposed property project and not on the designated truck route.

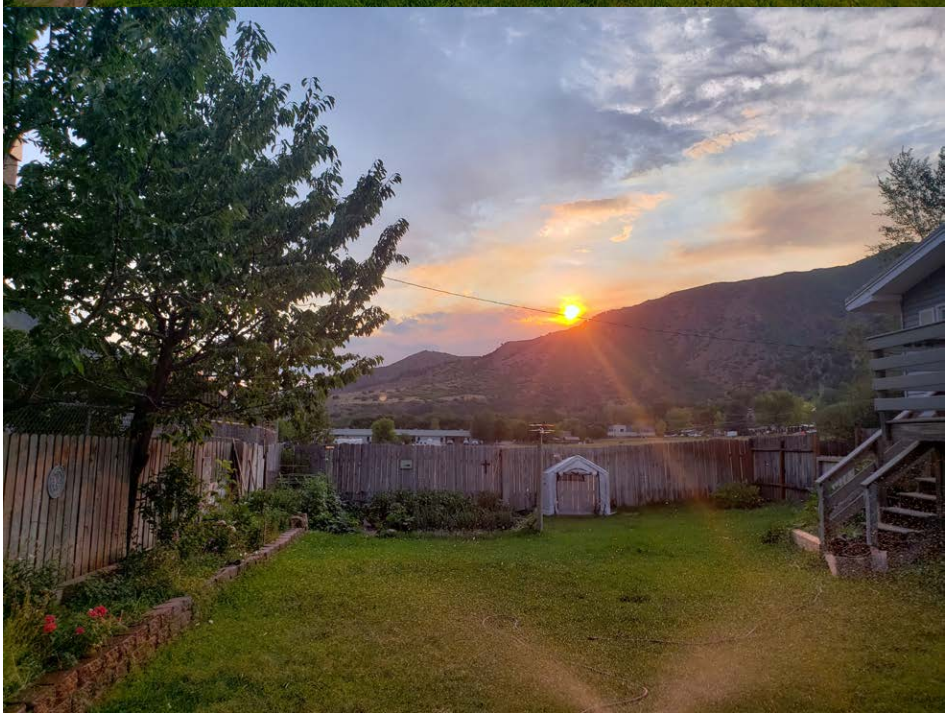
Our issue with the proposed sidewalks on Mel Rey is a big concern for us. Mel Rey Rd. is NOT wide enough to handle sidewalks. We for one cannot afford to lose any parking to our business, this would destroy my location of our business with my truck parking & the parking for our large vehicle customers. Semi's (tractor - trailers), dumptrucks, heavy equipment & various passenger vehicles. We would not even be able to park a normal sized pickup truck in our designated parking area let alone our heavy equipment. We are not the only business this would affect, it would hurt every business on the west side of Mel Rey with their customer/ employee parking. Parking is already an issue around Glenwood and this would be adding to the existing growing problem.

We also have a concern for lack of resources available. Lack of another Grocery store, water supply, fire, police/ sheriff personal. We have personally heard not too long ago from local law enforcement that west glenwood is getting rough and the laws do not protect us like they should. So in conclusion of all of this, we strongly oppose the annexation of the West Glenwood Pasture development. In our opinion it would not be the right move for our community at this time.

Sincerely,
Kevin & Kelly Ward
0191 Mel Rey Rd.
Glenwood Springs, CO 81601

-And also-

Glenwood Enterprises, Inc
dba Blaine Ward Towing
Attn: Kevin Ward
0111 Mel Rey Rd.
Glenwood Springs, Co 81601



May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

You've previously been informed that more than 60 years ago, in 1960, my parents, Adolph and Edith Diemoz, purchased 30 acres of privately owned land in West Glenwood as an investment property.

- This land was not our family homestead. Our homestead was near El Jebel in about 1905. Our land behind the mall has been commercially zoned for decades, and has never been designated as open space.

- In 1980, the Diemoz Family sold about 14 acres of land for the Glenwood Springs Mall, and retained approximately 15.8 acres.

- Our Family, received county approvals for a commercial park and then built two commercial buildings. At that time, we installed all of the utilities needed to service all of the future development of our land.

- In 1982, 39 years ago, our Diemoz Family built and paid for our portion of the Storm King Road and deeded the road to the County, which all of West Glenwood uses.

- For nearly a year, R2 Partnership has worked in close cooperation with the City Planning Staff to refine the design of their proposed development, following suggestions and recommendations from the City's professional staff of planners and engineers.

- After extensive review, and revisions that included reductions to the density, the City Planning Department continues to recommend that you approve our proposed annexation.

Why?

Because the design has followed the *vision, goals and policies of Glenwood's Comprehensive Plan* as well as followed the City's Development Code. I've attached pages 41 and 46 of the City's Comprehensive Plan, and ask you to read the highlighted sections.

We believe the applicant has made significant concessions and their plan would be a great contribution to Glenwood. Our family believes it makes sense to be annexed within Glenwood's City limits with this proposal, however, our land will eventually be developed in some fashion in the near future, whether annexed into the City or not.

Thank you,

Floyd Diemoz, Glenwood Partnership, LLLP, Partner

uses.. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

Glenwood Mall

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

Glenwood Meadows

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

Hwy 6 Corridor

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

Residential Areas

Existing neighborhoods in Glenwood Springs are mostly walkable and "talkable" and give much of the "small town" character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.

existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

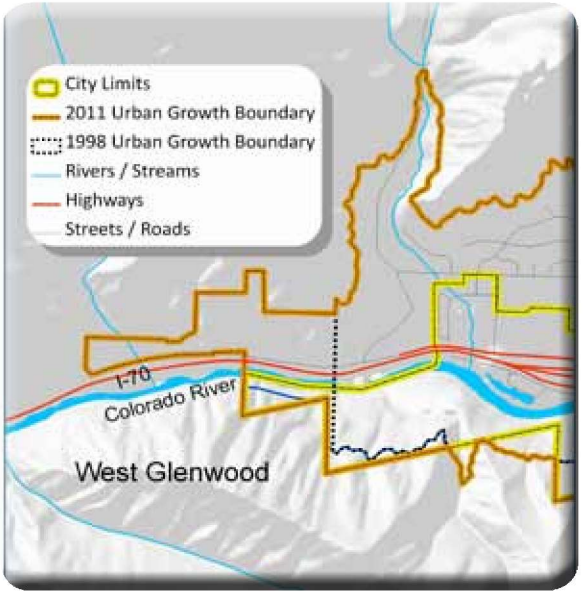


Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

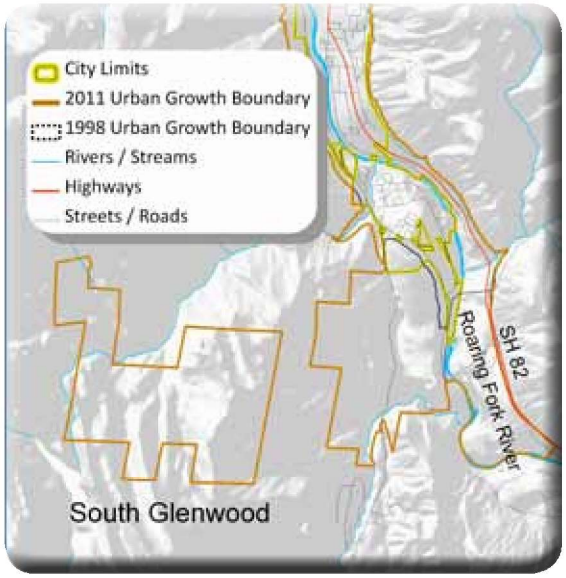


Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.

From: walter krom <w57ursman@hotmail.com>
Sent: Monday, May 24, 2021 4:28 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

I am a homeowner in West Glenwood Springs and I am opposed to the annexation and rezoning of the property behind the old mall, for the following reasons:

Safety: West Glenwood has a hazard rating of "very high" for wild fire. This means we MUST have safe evacuation routes. Adding more than 1,000 more residents, and possibly more cars and trucks, to this neighborhood would increase the danger to all in the case of evacuations, or detours when I-70 is closed as has happened multiple times recently. Gridlock is already a critical problem. We should not be increasing the potential danger by adding 1,000 or more vehicles to already inadequate evacuations routes.
Traffic: Our local streets cannot support 1,000 more vehicles coming and going daily, night and day, seven days a week. The existing traffic study does not accurately reflect the actual impact that would be felt. That study was conducted during a time when many people were either working from home or were unemployed and therefore not commuting to work. Also, schools were closed, which also reduced the traffic. The additional traffic caused by the proposed development would create unsafe conditions and congestion around the two nearby schools. Parking and driving near these schools are already difficult during school hours. In addition, using public parking space on Donegan Rd. is not at all realistic; all parking spaces are already full during school hours.

I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.
Respectfully submitted,
Walt Krom
120 Rockledge Dr.
Glenwood Springs, CO 81601

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership
Date: Monday, May 24, 2021 8:01:53 AM

From: Elizabeth Phillips <ejp5@hotmail.com>
Sent: Saturday, May 22, 2021 5:41 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 214 Center Drive, Glenwood Springs, and Development by R2 Partnership

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Thank you.

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1. **Evacuation routes.** The recurring and seemingly inevitable wildland fires that continue to threaten our area require that we have effective evacuation routes to protect us. Recent history has shown that such routes do not exist. What is the plan to take into account the 500-1,000 additional vehicles that this 360-unit complex will add to currently inadequate evacuation routes?
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What is the plan to address the issue of access into and out of West Glenwood

during such closures, when approximately 900 (25 percent) more residents are added?

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For these reasons, plus the many others already elaborated by my neighbors, I respectfully request the Planning and Zoning Commission to protect the safety, well-being, and quality of life of the 3,500 residents of West Glenwood by rejecting the application of R2 Partnership to annex, rezone, and develop this property.

Elizabeth J. Phillips
120 Rockledge Drive
Glenwood Springs
Colorado 81601

May 24, 2021

To: Glenwood Springs Planning and Zoning Commission

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- This land was not our family homestead. Our homestead was near El Jebel in about 1905. Our land behind the mall has been commercially zoned for decades, and has never been designated as open space.

- In 1980, the Diemoz Family sold about 14 acres of land for the Glenwood Springs Mall, and retained approximately 15.8 acres.

- Our Family, received county approvals for a commercial park and then built two commercial buildings. At that time, we installed all of the utilities needed to service all of the future development of our land.

- In 1982, 39 years ago, our Diemoz Family built and paid for our portion of the Storm King Road and deeded the road to the County, which all of West Glenwood uses.

- For nearly a year, R2 Partnership has worked in close cooperation with the City Planning Staff to refine the design of their proposed development, following suggestions and recommendations from the City's professional staff of planners and engineers.

- After extensive review, and revisions that included reductions to the density, the City Planning Department continues to recommend that you approve our proposed annexation.

Why?

Because the design has followed the *vision, goals and policies of Glenwood's Comprehensive Plan* as well as followed the City's Development Code. I've attached pages 41 and 46 of the City's Comprehensive Plan, and ask you to read the highlighted sections.

We believe the applicant has made significant concessions and their plan would be a great contribution to Glenwood. Our family believes it makes sense to be annexed within Glenwood's City limits with this proposal, however, our land will eventually be developed in some fashion in the near future, whether annexed into the City or not.

Thank you,

Floyd Diemoz, Glenwood Partnership, LLLP, Partner

uses.. Ideally however, the City encourages RFTA to develop a BRT station Downtown because this would provide seamless access to commercial areas, employment, recreation, as well as other modes of transportation.

Glenwood Mall

This Plan envisions that the Glenwood Mall and the properties immediately north of it be integrated and redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town.

Glenwood Meadows

The Glenwood Meadows development originally included a housing component south of Wulfsohn Road. This component of the project has been delayed. However, the Comprehensive Plan continues to identify the housing component of the Glenwood Meadows project as a logical and ideal place for much needed community housing within walking distance of commercial areas, recreation and open space. Therefore, the Comprehensive Plan strongly encourages that the housing component be constructed. Additional housing units are also strongly encouraged on other properties within the Glenwood Meadows development. Live / work units, where the unit is designed to have a living spaces as well as a work space for non-nuisance producing businesses, are seen as appropriate here.

Hwy 6 Corridor

The Hwy 6 / 24 corridor currently is comprised of many different uses—auto-oriented commercial and service uses along the highway and residential uses tucked behind. In spite of having an elementary school much of the area lacks true neighborhood character and walkability. This area has potential for significant redevelopment in the future. As it does so, it is expected that the immediate Hwy 6 / 24 corridor will continue to be a mix of uses. New development is expected to include pedestrian interconnectivity, bicycle access, landscaping and building placement so that the corridor is an attractive, accessible, community-oriented strip and not just focused on highway traffic. Multi-family housing is expected to continue to be developed north of the corridor.

Residential Areas

Existing neighborhoods in Glenwood Springs are mostly walkable and "talkable" and give much of the "small town" character to the community, with their smaller building sites, traffic calming, shaded sidewalks, front porches instead of garages, and small neighborhood parks.

Most existing residential neighborhoods are envisioned to remain substantially unchanged over the next planning period. Some minor infill and redevelopment is expected through the addition of accessory dwelling units and where sensitively designed duplexes, townhouses or small apartment buildings may replace a mobile home or bungalow on a large lot.

existing boundary south of town to encompass the Bershenyi Ranch (Elk Meadows) and the Four Mile Ranch subdivision (Figure 3-17). Here, along Four Mile Road the City has extended sewer treatment services to these parcels through a long-standing pre-annexation agreement and it is felt that the City will be able to bring about a land use configuration for these properties that will better meet the aspirations of the city than would be possible under county jurisdiction.

Overall Annexation Position

1. Within the Urban Growth Boundary annexation is preferred over development through county jurisdiction, unless there are extenuating circumstances and significant public benefit to do otherwise.
2. Annexation will occur through petition of the land owner(s). While it is not the intent of the City to compel annexation, the City reserves the prerogative to initiate annexation if found to be in the best interest of the community.
3. The City will consider annexation only within the Urban Growth Boundary unless there is a compelling public benefit to consider annexation of a parcel outside the boundary.
4. The City is required to provide annexed parcels with infrastructure (electricity, water, wastewater) and services (police, emergency and other urban services) in a manner that is cost-effective and that does not unduly burden Glenwood Springs residents.
5. The City encourages and supports the annexation of the property immediately north of the Glenwood Mall to facilitate a compatible/coordinated mixed-use development.
6. The City should work with Garfield County to jointly adopt a major street plan for the Bershenyi Ranch / Elk Meadows property that will assure mutual commitment to a unified vision for development and open space.

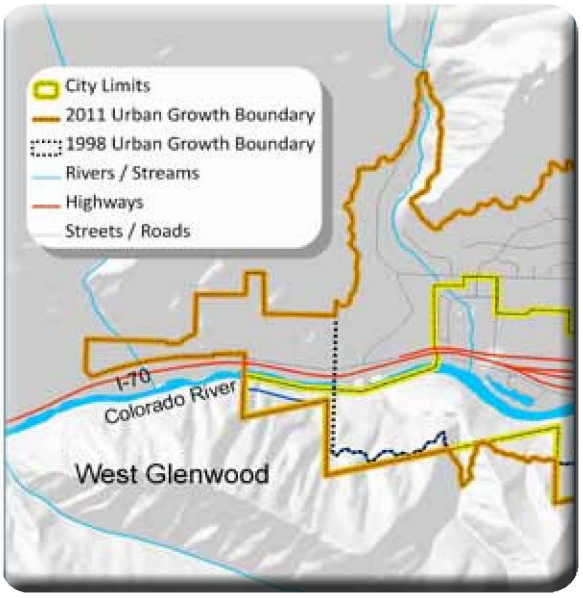

Figure 3-16: The Urban Growth Boundary was extended to include on the west end of town. Properties here have a low density residential land use designation.

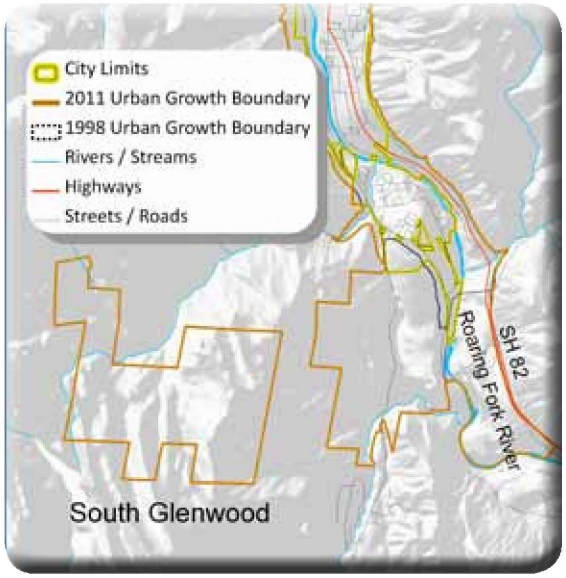

Figure 3-17: The Urban Growth Boundary was extended to include the Elk Meadows Properties south of town and additional property on the west end of the city.

From:	Gretchen E Ricehill
To:	Trent Hyatt
Subject:	FW: Annexation and Rezoning of 314 Center Dr., Glenwood Springs
Date:	Monday, May 24, 2021 4:40:43 PM

From: walter krom <w57ursman@hotmail.com>
Sent: Monday, May 24, 2021 4:28 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Annexation and Rezoning of 314 Center Dr., Glenwood Springs

To: Planning and Zoning Commission

I am a homeowner in West Glenwood Springs and I am opposed to the annexation and rezoning of the property behind the old mall, for the following reasons:

Safety: West Glenwood has a hazard rating of "very high" for wild fire. This means we MUST have safe evacuation routes. Adding more than 1,000 more residents, and possibly more cars and trucks, to this neighborhood would increase the danger to all in the case of evacuations, or detours when I-70 is closed as has happened multiple times recently. Gridlock is already a critical problem. We should not be increasing the potential danger by adding 1,000 or more vehicles to already inadequate evacuations routes.
Traffic: Our local streets cannot support 1,000 more vehicles coming and going daily, night and day, seven days a week. The existing traffic study does not accurately reflect the actual impact that would be felt. That study was conducted during a time when many people were either working from home or were unemployed and therefore not commuting to work. Also, schools were closed, which also reduced the traffic. The additional traffic caused by the proposed development would create unsafe conditions and congestion around the two nearby schools. Parking and driving near these schools are already difficult during school hours. In addition, using public parking space on Donegan Rd. is not at all realistic; all parking spaces are already full during school hours.

I am asking the Planning and Zoning Commission to please take these issues into consideration, and to protect the safety and well-being of the 3,500 current residents of West Glenwood by rejecting this application.
Respectfully submitted,
Walt Krom
120 Rockledge Dr.
Glenwood Springs, CO 81601

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: Letter re West Glenwood Pasture Development
Date: Tuesday, May 25, 2021 7:59:43 AM

Trent
See below for additional comments re: the annexation proposal.
Gretchen

_____

Hi Gretchen. I realize you've been super busy getting ready for the Planning and Zoning meeting Tuesday May 25 th. I do appreciate you sending out a reminder on our Facebook page with the accessible links.
While scrolling through the comment links, I was really disappointed not to see the most recent letter my husband and I wrote and sent to you on May 10th.
Disappointed because I felt we gave some ideas/suggestions on ways to modify and accommodate our neighborhood if this development is approved.
Any idea why our letter wasn't included with the others?
Thanks for the time in responding to my concerns.
I'm sure you'll be so glad when this is all over.
Take care - thanks for all you do.
Jamie Darien

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Monday, May 10, 2021 7:49 PM
To: Gretchen E Ricehill <gretchen.ricehill@cogs.us>
Subject: Letter re West Glenwood Pasture Development

To Glenwood Springs Planning and Zoning Commissioners;

We, my husband and I, know change is in the air, and with change sometimes comes growth.

Driving past all the new apartment developments in Glenwood Springs, we are well aware of change ;
Buffalo Valley Apartments (2021) - 116 units, The Lofts/Glenwood Meadows - 181 built, (2018), Six Canyons (2020) - 116 units, and the recently approved Bell Rippy development (2021)- 54 units (in the process of being built), we question the need for more apartment developments in our town and question if the occupancy is 100% in each.
We're also painfully aware when added together, these developments are

smaller in the amount of units, than the 360 units requested by the R2 Partnership proposal.

However, aside from the size(s) of these existing and presently proposed developments, we do believe a major factor to be considered regarding the R2 Partnership proposal, is in the location(s), of these buildings. As far as we know, it's our understanding, the West Glenwood development is the only structure that is being constructed in an ***actual neighborhood.***

As a neighborhood community, we have voiced, and will continue to voice, our concerns regarding the impact of this structure on our homes and families. Numerous concerns and comments have been expressed regarding traffic, parking, safety, fire evacuation(s), and major increase in population.

The impact of traffic, safety, and major increase of population, (by approx 400-1200 cars and people) not only effects West Glenwood, but will have major impacts on all of Glenwood Springs.

The so-called "Butterfly Effect" (theory of a small change resulting in larger differences in a later state) may be evident with the increase of traffic on 6&24, I-70, Midland, Hwy 6&24, the bridge, Grand Ave., Hwy 82, and in addition, the increase of shoppers at small businesses, ie. our one and only grocery store, City Market.

We realize our one letter will not stop this change in our neighborhood from happening. Nevertheless, it may cause Planning and Zoning Commissioners and the R2 Developers to pause and rethink the magnitude of such a project.

We're hoping all involved with this decision of annexation will ask themselves the following questions;

•Are 3 and 4 stories really necessary ?
•Can a Victorian style roofing (a style not found that I'm aware of, in West Glenwood) be modified to allow for less height ?
•Can the 360 proposed units be decreased to allow for more open space ?

•Can story poles be utilized to allow for a more clear understanding of how much of Red Mountain will still be visible after the development is built ?
•Could No Parking signs be distributed along Donegan and side streets across from the development, to minimize the overflow of parking impact ?

As we stated earlier, we know change is in the air, as is growth in our small town. We just want to do the very best to prepare for the inevitable, and still keep our little town in Western Colorado from being overdeveloped and overcrowded.

“Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has.” Margaret Mead

Respectfully,
Bob and Jamie Darien

Dear Glenwood Springs Planning and Zoning,

I am a board member of the No Name Water Association. I also work with Roaring Fork Conservancy as Director of Education. I have lived in Glenwood Springs (and just outside of it in No Name) for the last 22 years. I would like to make a public comment, as a No Name resident regarding the proposed pasture development in West Glenwood Springs, behind the mall.

Spending the last two decades teaching in and around Glenwood Springs as a classroom teacher and then, as a Watershed Educator, I have deeply explored the watershed health and its effect on our community. I understand that the population of Glenwood Springs is growing, and when I moved here, I contributed to that growth. Increasing population inherently creates more need for water and resources while at the same time, squeezes the space we occupy, to contain more nonpoint pollution coming from multiple sources. Tackling this challenge is no easy feat. The question is how do we preserve what we love and not close the door behind us?

Glenwood Springs and the Roaring Fork Valley are sustained by the rivers and streams that allowed people to initially settle here. The rivers are truly our lifeblood. They also are a major driver in our economy as tourism is centered around water activities like skiing, rafting, golfing, and fishing.

Multiplex and high-density housing is a lot more water efficient than single residences. My concern is that approving multiple high density housing projects could result in drastically increasing the population of Glenwood Springs in a short amount of time. This could set Glenwood Springs and surrounding communities on a collision course. While high density housing and smart community development is essential in future planning, fast growth, when we are in the highest level of drought, could dry our rivers and streams to levels that render them unsustainable for aquatic species and recreation. We need a plan for lowering water consumption to reflect the water we have, versus the water rights, that if used, could compromise the health of our rivers and tourism. Balancing smart community growth with preservation is incredibly challenging. While the hope for gold and silver initially brought people here, it is the environment that creates our economic driver.

There are no easy answers, but if Glenwood Springs continues to consume water at current rates and increases population and housing, the result could be similar to communities that over developed and allocated water in Arizona and other population centers throughout the west. While municipal drinking water is not threatened, the depth of the water directly correlates to the temperature and oxygen levels that support the trout and aquatic species that sustain our ecosystems. We also need to avoid aridification to protect our communities from wildfires.

The green pasture field in West Glenwood also absorbs heat while adding moisture to an urban area. Open vegetated areas are buffer zones collecting and absorbing pollution from residential run off. Adding more concrete to West Glenwood does not increase the health of our current community. The Roaring Fork River and small creeks like No Name, sustain the riparian areas that create shade and increase moisture levels. We face increasing temperatures and shrinking water supplies. As a community, planning proactively to protect the beautiful gem that we live in, is an important part of sustainable and economic growth. I would like to recommend that existing developed areas be

redesigned and used for housing. I also would recommend that incentives for water conservation be offered to increase responsible landscaping.

Thank you for your time and consideration.

Megan Dean

From:	Jennifer Ooton
To:	Gretchen E Ricehill; Trent Hyatt
Subject:	FW:
Date:	Thursday, June 3, 2021 8:28:45 AM
Attachments:	Outlook-zehirqb3.png

Good morning,
Could we please include this in the record when Planning Item 9-20 comes to City Council?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Thursday, June 3, 2021 8:24 AM
To: Debra Figueroa <debra.figueroa@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>
Subject: Fw:

Can you all please enter this in public record for West Glenwood?
Thanks,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: Jeanne <jeanne.dekoninck@gmail.com>
Sent: Wednesday, June 2, 2021 7:23 PM
To: Ingrid Wussow <ingrid.wussow@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject:

Hi,

I'm writing to voice my objections to the proposed development of the land behind the mall.
It's way too dense. We need a fire evacuation plan in place before any more building is planned.
Whenever I-70 is closed for whatever reason we have gridlock in west Glenwood Springs and sometimes
the bridge in town is also affected.

Another question is does Glenwood Springs have the infrastructure to handle more development?
The comprehensive plan need to be updated first.

Sincerely,

Jeanne Dekoninck
Sent from Mail for Windows 10

From:	Debra Figueroa
To:	Trent Hyatt
Cc:	Jennifer Ooton
Subject:	Fwd: West glenwood development
Date:	Saturday, June 12, 2021 1:14:08 PM

Trent,

Can you please include this in our public record comments?

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

> **From:** jean smith <jeanieandrandy4@gmail.com>
> **Date:** June 12, 2021 at 3:00:55 PM EDT
> **To:** Debra Figueroa <debra.figueroa@cogs.us>
> **Subject: West glenwood development**
>
> I live on Mail Ray Road and strongly oppose the plan development directly behind me. My road is very busy as it is and this additional traffic would be horrible. This simply is too much for our nice quiet community. Please suppose this. Jean Smith thanks

From:	Jennifer Ooton
To:	Trent Hyatt
Subject:	FW: West Glenwood Development
Date:	Thursday, June 17, 2021 9:44:50 AM
Attachments:	Outlook-1d15qoe5.png

Trent,
Can you please add this to the record for the Annexation?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Thursday, June 17, 2021 9:37 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>
Cc: Debra Figueroa <debra.figueroa@cogs.us>; Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Development

Can you please include thee email below in the public record for the Annexation?

thanks,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Wednesday, June 16, 2021 3:01 PM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: West Glenwood Development

Dear Councilwoman Kaup,

My husband Bob and I have lived in our home in West Glenwood since 1981.
In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.
Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood, Western Hills subdivision, in addition to all of Glenwood Springs as well.

In other letters we have written in regards to this development, I questioned the need for the amount of building that has occurred in our town since 2018, (when the Lofts at Glenwood Meadows were built). Since that time, there has been approximately 467 apartment units constructed, none that I'm aware of, offering low-income/reasonable housing with any option to buy.
The number built over the past 3 years is only 107 more than the recent 360 units proposed by R2 Partnership now.

In addition to questioning the density of such a proposed development, I also question the need to build such an excessive number of apartments within a neighborhood. Looking at the other complexes listed above, I'm not aware of any established neighborhoods, such as ours, being in the midst of such developments.

Because of living in our neighborhood, an abundance of safety concerns are raised, number one being evacuation in case of a fire. This is something many of us have personally experienced in the past few years. We know it's not a matter of "if" but "when" and now always prepare before we leave for an extended time, in the case an evacuation is necessary.

Accidents and traffic on I70 also bring about a back up in West Glenwood making it difficult to to leave our home if necessary.

Adding an additional 600-1200 people and cars I feel is really terrifying.

We've sat in on three Zoom meetings with the R2 developers, asking questions and making suggestions, (such as providing "story poles"), with out any clear answers or interest in ideas from the neighborhood. We'll definitely be a part of the audience for the upcoming July 29th City Council meeting as well.

As I shop and attend activities within our town, I'm very aware of single adults and seniors scraping by to live in this area. I wonder what the likelihood is of bringing more young families to our area, as long term residents. Providing affordable housing/homes to raise a family, in lieu of a loft, 1 or 2 bedrooms that may only be possible to rent with multi family and/or "roommates" to share the rent and expenses.

It makes me sad to realize, most of the kids who went to school and graduated from high schools in this valley, will never be able to return and raise families near their parents, all because of the high price of housing, whether rental or home owned.

Thank you for taking the time to read this long email, I'm sure it's nothing you haven't read before from residents of West Glenwood and others.
This is my 4th letter I've written defending my position of opposition to this development. Not sure the good it does, but I'll be willing to write a 5th or 6th letter in the future if needed.

It's really not about having a view or money….

I feel the #1 concern of Western Hills and other neighborhoods is safety…
S- security
A- awareness of our fellow neighbors
F- FIRE!
E- EVACUATION plans/routes
T- trauma already experienced in having to leave quickly
Y- yielding to the voice of the people…please!

Thank you,
Bob and Jamie Darien
19 Chaparral Cir.
West Glenwood

From: Debra Figueroa
To: Trent Hyatt
Subject: FW: West Glenwood Development
Date: Thursday, June 17, 2021 9:57:36 AM

Trent – for the public record if you do not have it already. Thank you

Debra Figueroa
City of Glenwood Springs
City Manager
(970) 309-2494 Cell

COVID-19 Awareness
Unitedtostopthespread.com
https://covid19.colorado.gov/about-covid-19
https://city-of-glenwood-springs-coronavirus-response-gwsco.hub.arcgis.com/

STOP THE SPREAD
By commiting to the five containment strategies;
WEAR a mask in public.
WASH your hands.
MAINTAIN 6 feet of distance from anyone not in your household.
STAY home when sick.
SEEK testing and isolate, if you are feeling unwell.

From: Jamie and Bob <jbdarien79@gmail.com>
Sent: Wednesday, June 16, 2021 3:13 PM
To: Debra Figueroa <debra.figueroa@cogs.us>
Subject: West Glenwood Development

Dear Ms Figuero,
I have already sent copies of my letter to the City Council members individually. I thought perhaps I should send one to you as well.
Sorry to be so redundant.
Take care.

My husband Bob and I have lived in our home in West Glenwood since 1981.
In that time, we've seen many changes and much growth throughout Glenwood Springs and in particularly, West Glenwood.
Change is inevitable we know, as is growth in our small town. Our concerns with the proposed R2 Partnership development lies in the safety, density and effect it will have on our neighborhood,

Western Hills subdivision, in addition to all of Glenwood Springs as well.

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E- EVACUATION plans/routes
T- trauma already experienced in having to leave quickly

Y- yielding to the voice of the people…please!

Thank you,
Bob and Jamie Darien
19 Chaparral Cir.
West Glenwood

From:	Jennifer Ooton
To:	Trent Hyatt
Subject:	FW: West Glenwood Pasture Development
Date:	Monday, June 21, 2021 8:32:26 AM
Attachments:	West Glenwood Pasture Development Reynolds Cain Ditch.docx Outlook-lllcol1g.png

Trent,
Can you add this to the packet for July 29?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Sunday, June 20, 2021 8:17 PM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?
Thank you,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: LEE BOWLES <mitchellcreek@comcast.net>
Sent: Friday, June 18, 2021 1:45 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp

<paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: West Glenwood Pasture Development

Please see attachment.
Thank you.

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1st water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park….anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road

From:	Jennifer Ooton
To:	Trent Hyatt
Subject:	FW: West Glenwood Pasture Development
Date:	Monday, June 21, 2021 8:32:26 AM
Attachments:	West Glenwood Pasture Development Reynolds Cain Ditch.docx Outlook-lllcol1g.png

---

Trent,
Can you add this to the packet for July 29?
Thanks,
Jenn

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Sunday, June 20, 2021 8:17 PM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Cc: Karl Hanlon <kjh@mountainlawfirm.com>
Subject: Fw: West Glenwood Pasture Development

Jenn,

Can this letter please be added to the public records for the West Glenwood Annexation?
Thank you,
Shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: LEE BOWLES <mitchellcreek@comcast.net>
Sent: Friday, June 18, 2021 1:45 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Paula Stepp

<paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: West Glenwood Pasture Development

Please see attachment.
Thank you.

From: Debra Figueroa
To: Trent Hyatt; Jennifer Ooton
Subject: FW: west glenwood pasture development
Date: Tuesday, June 22, 2021 12:38:35 PM

Public comment

Thank you

From: linda drake <lindalunardesigns@gmail.com>
Sent: Tuesday, June 22, 2021 12:34 PM
To: Debra Figueroa <debra.figueroa@cogs.us>
Subject: west glenwood pasture development

We have lived in west Glenwood for 15 years and are really concerned about the proposed housing in the pasture along Donegan Road. Obvious reasons: fire evacuation bottle neck, I 70 closures that hugely impact west glenwood, and lack of water resources. We are on a watering restriction so they want to bring in 600 units MORE! I plead with City Council to
serve your community here in west Glenwood. We feel totally ignored over big business - even worse, investors from out of state. Who do you serve???
Linda Drake
www.lunar-designs.com
970-947-0648 ph

From:	Debra Figueroa
To:	Trent Hyatt
Cc:	Jennifer Ooton
Subject:	Fwd: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Thursday, June 24, 2021 6:29:58 PM

Trent,

Can we please add this to the public record? Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: Shannon Derby <shanderb41@gmail.com>
Date: June 24, 2021 at 3:46:34 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, charlie.wllman@cogs.us, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Paula Stepp <paula.stepp@cogs.us>
Subject: Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz, and specifically the 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley does need more affordable housing, but to allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The lack of emergency services in West Glenwood needs to be addressed before adding a significant increase to the population. The new reality is extreme fire danger.

West Glenwood residents got a taste of just how helpless we are last summer after the 111 Fire. Plans are necessary in the event of a natural disaster to counteract how people actually behave in the event of an emergency with no guidance. We, as a community, must start

planning now. Our community, neighborhood by neighborhood, household by household, must begin now to organize adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic, therefore the traffic study done during these months, no matter the algorithm used to calculate the increase, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this building is the equivalent to 7 large complexes here in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons is 381 units in total. This is a proposal of 360 in one location! If sustainability is the key foundation to the plan, it's clear that the social and environmental aspects of sustainability cannot be met through the proposal now under consideration.

Since 2011, when the current Comprehensive Plan was adopted, there have been monumental shifts in perception of the hazards it left out. It's hopelessly inadequate to meet today's needs, let alone tomorrows. We are fortunate having local resources for cutting edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, cost of fixes, demographic shifts and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land use regulations that prioritizes safety and optimally dense communities.

In closing, the neighborhood opposition to these proposals is about a recognition that we have much to do before responsible development on any scale makes sense here, from a basic safety perspective. If there is one thing our world has learned during COVID it is that no matter how economically stable we are, how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization to protect ourselves from their most dire impacts. How much we plan for the future, we are nothing if we don't protect our people.

It is my opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current

Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency and community well-being. Designing for the present and future needs of this West Glenwood neighborhood is a challenge worthy of his experience and talents. But this proposed development is not it, and this is not the time to stand on property rights over public safety. Both can be served, but only if both are embraced.

I urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Bryan and Shannon Derby
West Glenwood residents
Shannon since 1977
Bryan since 1991

From: Gretchen E Ricehill
To: Trent Hyatt
Subject: FW: Annexation correspondence - City of Glenwood opportunity?
Date: Monday, June 28, 2021 9:01:32 AM

FYI

From: HRUDUDU@SOPRIS.NET <HRUDUDU@SOPRIS.NET>
Sent: Thursday, June 24, 2021 12:45 PM
To: Gail Schwartz <gails@habitatroaringfork.org>
Cc: Debra Figueroa <debra.figueroa@cogs.us>; Steve Davis <steve.davis@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>; Rick Voorhees <rick.voorhees@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>; Gretchen E Ricehill <gretchen.ricehill@cogs.us>; Sumner <sumnerschachter@gmail.com>; ntorres@rfschools.com; rstein@rfschools.com
Subject: City of Glenwood opportunity?

Hello Gail,

I've been involved with an annexation and PUD development proposal here in Glenwood behind the old West Glenwood Mall. With a group of primarily neighbors in opposition to the planned 360 rental-only units on just over 12 acres. In one of my "drifting off/can't shut my brain down" moments, I thought of a possible "opportunity" for HFH/RF, the City of Glenwood Springs, the developer and residents.

The project is petitioning for annexation into the city and I believe the city council can impose requirements and conditions IF they decide to annex. A myriad of things come to mind, but for now I want to share with you thoughts that may be mutually beneficial. Also as a PUD zoning request, there is concern the 360 units with between 600-900 or more residents will NOT provide for a "… greater benefit to the City of Glenwood Springs.". The Municipal Code states:

> 070.020.180 - Planned Unit Development (*PUD*) District.
>
> (a)
>
> Purpose. Planned unit developments (*PUDs*) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.

Also in the Municipal Code are requirements for Parkland Dedication and School Land Dedication based on the number of residents. Per my neophyte calculations, the density of this proposal REQUIRES 5.9 acres of parkland and 4.4 acres of school land OR as desired by the developer, can pay

“fees in lieu of” actual dedications. City staff initial calculations for these fees respectively are $1.45 million and $890,000.

The “tickles in my brain” relate to the city elected officials being in the “driver’s seat” related to this housing proposal. Among the concerns I’ve voiced relate to the lack of actual land dedication where there is currently a serious lack of public parkland in this area, the Two Rivers Community School across the street from this parcel uses a very small city park as one of their de-facto playgrounds, the housing is proposed to ALL rental/no owner occupied AND they want to pay the fees-in-lieu of. They will provide a portion of “attainable housing” units, but again are just rent-restricted, not owned like the Habitat model.

As Habitat (and the Roaring Fork School District RE-1 in Carbondale) have a proven record of providing truly affordable housing I see an opportunity to work with the developer, current land owner and the city to find a way to make something work, whether to provide actual land to HFH and/or RE-1 to build units as part of the project and annexation. Or maybe the developer could agree to build “shells” for HFH to finish with volunteers and selected homeowner? RE-1 may be able to own a few of the new units in lieu of land dedications, both school and parkland? I believe if the annexation and PUD are approved, there should be provision for truly affordable/attainable housing controlled by non-profits such as HFH and RE-1.

I have no idea how to get from “thought to reality”, but I’m sharing this e-mail with city council, city staff and RE-1 board president and superintendent. The annexation petition and PUD zoning request are scheduled for a Special City Council meeting on July 29, 2021 at 6PM. It is a highly charged issue for many in combination with many other high density rental projects in and around Glenwood. I feel with the size of this project, the density per acre, the request to develop under a PUD rather than existing city zoning, because it is an annexation request, and the developer positing they cannot reduce the density and make it "work", there MAY be a special opportunity to benefit many in the neighborhood as well as those most in need, homeowners in affordable housing and school staff.

People need to throw out creative solutions such as the “net zero” energy upgrades done by HFH and energy-focused requirements done by the Town of Carbondale related to their new construction projects. The city needs to step up and pursue similar requirements and along with those, here may represent yet another “outside-the-box”, creative, imaginative and mutually beneficial solution.

I hope these thoughts may be of interest to you and the Board of HFH/RF and will be open to consideration and possible involvement.

Thank you so very much for your time, consideration and thoughts,

Greg Jeung
970-319-7697

PS A very interesting aside I just discovered while l

https://www.postindependent.com/news/cmc-announces-41-million-affordable-housing-project-sited-at-four-campus-locations/

From:	Debra Figueroa
To:	Trent Hyatt
Subject:	FW: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Tuesday, June 29, 2021 6:47:36 AM

Trent – for the public record.

Thank you

Debra

From: Karleen Lugena Clark <hkarclark@gmail.com>
Sent: Monday, June 28, 2021 9:38 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of “very high.” Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services

hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don't protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a

Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark
570 Mel Rey Rd., Glenwood Springs, CO 81601

From:	Jennifer Ooton
To:	Trent Hyatt
Subject:	Fwd: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Tuesday, June 29, 2021 10:52:39 AM
Attachments:	Outlook-ukmks2rm.png

Here's another one for the packet.
Thanks,
Jenn

Jenn Ooton
Assistant City Manager, Economic and Community Development
City of Glenwood Springs
970-384-6404 (o)
970-471-8684 (m)

Get Outlook for iOS

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Tuesday, June 29, 2021 10:50:53 AM
To: Debra Figueroa <debra.figueroa@cogs.us>; Jennifer Ooton <jenn.ooton@cogs.us>
Subject: Fw: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Can I assume all these emails are getting put to public record for the project?
-SK

Shelley Kaup
Councilor At-Large
City of Glenwood Springs
970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: Karleen Lugena Clark <hkarclark@gmail.com>
Sent: Monday, June 28, 2021 9:37 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

I am writing to express my opposition to the annexation, rezoning, and development of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz 12.285-acre PUD proposal (also known as 480 Donegan) currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley has an additional need for affordable housing, but to allow the development of an additional 360 units on this property, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable.

Safety:
According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." Fire Chief Tillotson claims that the West Glenwood Fire Department is undersized and obsolete, believing our concerns to be valid. The City of Glenwood Springs must address the lack of emergency services for West Glenwood Springs before adding a significant increase to the population. The current residents already live with the threat of extreme fire danger. As the population increases, this danger also increases.

The 111 Fire of 2020 emphasized our helplessness. Plans are necessary for the event of a natural disaster to counteract how people behave during an emergency with no guidance. We, as a community, must start planning now. Our community, neighborhood by neighborhood, household by household, must begin organizing adequate emergency responses. The physical layout of West Glenwood makes dependence on official services hopelessly inadequate.

Impact on Traffic:
COVID has drastically reduced traffic. Therefore the traffic study completed during COVID, no matter the algorithm used to calculate the increase, cannot correctly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day to our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Comprehensive Plan:
How is it possible "that the benefits of development are distributed evenly across society" when this project is the equivalent of seven existing complexes in town? Glenwood Greens, Machebeuf, Holiday House, Manor I, Manor II, 23rd Street, and Six Canyons have a combined total of 381 units. The 214 Center Drive Plan proposes a structure with 360 units in one location!

With the adoption of the 2011 Comprehensive Plan, our infrastructure and population density has changed. As a result, the outdated plan does not include the hazards related to the current community, let alone meet the needs of tomorrow. We are fortunate to have local

resources with cutting-edge technologies. We must enlist them. Development and design should demand working with the existing land features, infrastructure, demographic shifts, and foreseeable challenges like climate effects on regional weather patterns and drought. Designing for energy efficiency, water conservation, defensibility against fire and flood, ease of maintenance on critical systems – while being minimally dependent on outside services, is possible in this day and age. It's past time that we integrate land-use regulations that prioritize safety in dense communities.

The neighborhood opposition is about recognizing the preliminary work required to ensure safety before development. COVID has taught us that no matter how economically stable or how fiscally responsible we are, unprecedented changes create new demands on both basic infrastructure and community organization. Regardless of how much we plan for the future, we are nothing if we don't protect our people.

It is my recommendation to place a moratorium for all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) update the Comprehensive Plan.

Floyd Diemoz has served Glenwood Springs well over the decades, including contributions to public safety, efficiency, and community well-being. I do not find fault with his selection of a Developer nor the quality of the project plan. Unfortunately, the density of our existing population and lack of Community preparedness has placed him at a disadvantage. My opposition is founded strictly on safety concerns. I also recognize he has every right to sell and develop this land, but property rights do not exceed the fundamental right to safety. I believe we can serve both initiatives if we take a step back, address the underlying dangers, and then design a project supporting our community's safety.

I urge you to protect the current population's safety by rejecting the application to annex and rezone this property.

Karleen Clark
570 Mel Rey Rd., Glenwood Springs, CO 81601

From:	Debra Figueroa
To:	Trent Hyatt
Subject:	Fwd: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Wednesday, June 30, 2021 5:59:30 AM

Trent,

For the public record

Thank you

Debra

Sent from my iPhone

Begin forwarded message:

From: Erin Wiencek <jerinwiencek@gmail.com>
Date: June 25, 2021 at 4:50:03 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>
Subject: Annexation, Rezoning and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

We are writing to express our opposition to the annexation, rezoning and development of the property known as 480 Donegan currently under contract with R2 Partnership LLC. To allow 360 units on this property, at this time, before the Comprehensive Plan is complete and evacuation plans are in place, is unconscionable and dangerous.

West Glenwood residents got a taste of just how helpless we were last summer during the 111 Fire. The total gridlock of vehicles on all of the West Glenwood streets precluded any chance of evacuation. If the fire would have progressed into West Glenwood, the outcome would have been tragically far different.

COVID has drastically reduced traffic, therefore the traffic study done during these months, cannot properly reflect the reality of this area. The addition of 1000+ vehicles and a minimum of 2,200 trips per day on our streets will create a traffic nightmare of overwhelming proportions. Congestion near schools and safety concerns for our young children are inevitable.

Water usage throughout the Western States is at a level that experts claim is unsustainable for our future. Glenwood Springs has been on water restrictions for an extended period of time. Continued drought conditions serve to exacerbate the situation. Serious consideration must be given to the water supply regarding all aspects of future growth.

It is our opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment of how the annexation will impact water supply now and into the future, and (c) the Comprehensive Plan has been updated.

We urge you to protect the current population and help keep residents safe by rejecting the application to annex and rezone this property.

Ken and Erin Wiencek
123 Creekside Court
Glenwood Springs, CO 81601

From: Debra Figueroa
To: Trent Hyatt
Subject: Fwd: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive
Date: Tuesday, July 6, 2021 9:25:37 AM

Trent,

For the public record.

Thank you!

Begin forwarded message:

From: Mike Kinser <mikekinser2@gmail.com>
Date: June 28, 2021 at 4:20:35 PM MDT
To: Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>
Subject: Comments - Proposed annexation, rezoning and PUD of property located at 214 Center Drive

To:
steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; debra.figueroa@cogs.us; shelley.kaup@cogs.us

I am providing comments to the proposed annexation and rezoning of 15.8 acres of property located at 214 Center Drive, Project title 480 Donegan. 12.285 acres of the property is proposed for a high-density Planned Unit Development (PUD) consisting of 360 housing units. I have resided at the address above since 1989 and live within 0.2 miles from the property proposed for annexation/rezoning. I am not opposed to development of the subject property, but I am concerned about the level/intensity of the PUD being proposed by the applicant and developer. I recognize the applicant's right to develop the property in accordance with existing county zoning (commercial limited). It is not currently a right to develop high-density residential units. It is my preference that the subject property remain zoned as commercial or to a lower density residential area of single-family homes. In the event annexation and rezoning to PUD is approved, conditions must be established to protect public health, safety, the welfare of the City and surrounding neighborhood. Modification of the PUD will be necessary to be more compatible with and prevent irreparable harm to the surrounding neighborhood. My comments below are specific to the 12.285 acres proposed for PUD.

I. Safety

Comment:
An emergency evacuation study of West Glenwood Springs needs to be commissioned. The PUD would add approximately 1200 people to the community. Safe and expeditious evacuation of the area in the event of wildfire, debris flow or another catastrophic event would be adversely impacted. Those impacts must be mitigated. An emergency evacuation plan should also be prepared. The City should select the contractor who will conduct the study to avoid any conflict of interest. The applicant should contribute all funding necessary for the study to the City of Glenwood Springs.

Background/Rationale:
Having lived here for here for 32 years, I have experienced several wildfires near West Glenwood Springs including Storm King (1994), Coal Seam (2002), the 113 fire in South Canyon (2020), and Grizzley Creek (2020). My family and I were evacuated during the Coal Seam Fire. As you are probably aware, this region has experienced an approximate 20-year drying out period. According to the most recent U.S. Drought Monitor, our area is classified as being in exceptional drought. Climate data is clear that drought conditions are occurring with more frequency in this region, and I do not see that changing anytime soon. As a result, we can except wildfires in this area to occur with more frequency, intensity and for longer duration. It is not a matter of if but when we will experience the next catastrophic wildfire.

During the 2002 Coal Seam fire, I can recall how difficult it was for residents in West Glenwood Springs to evacuate the area in an expeditious manner. The August 5, 2020 the 113 fire occurred on the north side of I-70, mile marker 113 (near South Canyon). That resulted in closure of the Interstate and backed up traffic in the West Glenwood Springs area along Mel Rey, Donegan and Storm King Roads. This left resident of the area trapped in the event of evacuation. According to reports by West Glenwood Springs residents, it took over three hours to reach their homes from the other side of town. A comment made by Trent Hyatt during the March 23, 2021 Planning and Zoning Commission meeting seemed to downplay the traffic issue indicating that most of the vehicles were associated more with people trying to get out of town that did not live here. They were not from people who live in West Glenwood. I assume the point was that increased population from the proposed PUD would not cause a traffic issue with fire evacuation. It does not matter where the traffic came from. We were still trapped and could not evacuate if conditions warranted. The problem also existed with the Coal Seam Fire and has occurred multiple times in 2021 from I-70 road closures. Population and development (e.g., Two Rivers School, auto dealerships, etc.) of the area has increased and the addition of 1200 people from the PUD will only exasperates the problem. The top priority of government should be to ensure the safety of its citizens.

II. Water

Comment:
A thorough analysis must be done to analyze impact to the water system of the City of Glenwood Springs from the PUD. As part of the study, the cumulative impact to the water system for all reasonably foreseeable future development needs to be addressed. The continued trend of increased frequency and duration of drought (i.e., aridification, mega-drought) must be addressed as well.

Background/Rationale:
Last August, Glenwood Springs residents were placed on water restrictions. Those restrictions remain in place. Odd numbered home addresses could water on odd days of the month, and even numbered home addresses could water on even days of the month. Watering could only occur before 10 a.m. or after 6 p.m. In addition, all lawn watering was prohibited for a brief period. Water restrictions were put in place because the Grizzly Creek Fire forced the closure of the Grizzly Creek water intake. While I acknowledge this was a unique situation, we must assume these events can and will occur in the future. In fact, two separate debris flows occurred on June 26 and 27, 2021 which impacted the City's water intake in No Name Creek. This resulted in limiting water use to essential uses from June 26 to June 30 (according to the latest update). Continued frequency and duration of drought will also result in reduced flows to streams, rivers, and lower water tables. Those scenarios must be considered when determining whether the City's water system will have the capacity to support the proposed PUD including any future developments.

III. Traffic

Comment:
Another traffic study must be conducted to better determine impacts from the PUD. At a minimum, the study should be expanded to include impacts to Mel Ray Road and the roundabouts in West Glenwood Springs. Cumulative impacts from traffic associated with the Two Rivers Charter School and possible redevelopment of the mall must also be addressed. Use of the easement through the mall should receive more serious consideration as a main entrance to the PUD. That would reduce traffic along Donegan, Storm King and Mel Ray Roads.

Background/Rationale:

Although a traffic study has already been conducted, it is my understanding that it was done during a time when the economy was shut down due to COVID. That is unacceptable because there was far less traffic during that time because many people were not working or working from home. Further, the contractor conducting the study concluded there would be no impact to traffic associated with the Two Rivers Charter School because PUD peak hour traffic would occur at different times. That ignores the impacts to other West Glenwood Springs residents who will be confronted with traffic from both the PUD and the school. Currently, traffic is backed up on Storm King Road and Center Drive every weekday morning and afternoon from parents dropping off or picking up their children. The school does not have sufficient space to accommodate all the traffic mentioned above. Additional traffic from the PUD will only compound the situation.

The current study also focused on impacts to Donegan Road, Storm King Road and Highway 6. Impacts to Mel Ray were glossed over because it was assumed most PUD traffic would be using Storm King Road. Since a main entrance to the PUD will be on Donegan (across from Chapparal Circle), it stands to reason that much of the traffic will also occur on Mel Ray Road. That is because Mel Ray offers the shorter distance (and fewer turns) to I-70, downtown Glenwood Springs, and up valley towards Aspen.

IV. Parking

Comment:
An in-depth analysis should be conducted to determine whether the current planned PUD parking will be sufficient to accommodate 1200 tenants including visitors. Evaluation of exiting high-density developments should be conducted to determine if parking has adequate for residents and visitors.

Background/Rationale:
The PUD proposed 625 parking spaces (1.7 spaces/housing unit) which include both internal and street parking. I do not have an exact figure for street parking included for the PUD. Since street parking will also be available to the public, those spaces should not be considered for meeting parking requirements of the PUD. Currently, most of the parking spaces along Donegan Road, Storm King Road (school buses), and Center Drive are utilized by the Two Rivers Charter School as that facility lacks sufficient parking. The PUD street parking will likely be occupied by the school as well. Sufficient internal parking be provided for the PUD to avoid turning West Glenwood residential streets into a parking lot. The applicant has indicated they plan to limit how many vehicles PUD residents are allowed. I do not believe it is possible to limit parking to 1.7 per unit (because no one drives 0.7 of a vehicle). They will have to say either one or two vehicles/unit.

V. Neighborhood Compatibility

Comment:
Construction of single-family homes within the proposed PUD would be a best option to blend in with the existing neighborhood. If the high-density PUD is approved, it should be modified to improve transition from existing homes along the north side of Donegan Road. Single-family homes should be constructed along the north side of the PUD which transition to a more high-density development further south of the property towards the mall. A visual impact analysis of the PUD must be conducted. Mitigation should be adopted so views from the adjacent west Glenwood residential units are not obstructed.

Background/Rationale:
City Planning and Development staff have indicated that the PUD provides a good transition from residential units (Western Hills Subdivision on the north side) to commercial development (mall to the south side). I disagree. Having high-density rental apartments and townhomes adjacent to single family one-story homes that are owned does not provide a good transition. It does not blend well with the existing neighborhood to the north. Construction of lower density single-family homes on the north side (adjacent to Donegan Road) of the PUD would improve the transition. The best alternative would have all PUD housing units be single-family residents to reduce density, improve safety, and mitigate traffic issues. Allowing ownership of those homes would also help satisfy a shortage need for the City. I understand that alternative would be less profitable for the landowner and developer. Higher density would maximize revenues; however, it is the City's responsibility to ensure the health, safety, and welfare of its citizens. That should not be compromised to satisfy the applicant's business model (i.e., construction of high-density rental units) or to maximize profits.

City Planning and Development staff also are supportive of the PUD with the rationale that the 29 to 30 units per acre are not inconsistent with other recent high-density development. My response - two wrongs do not make a right. In addition, there are no high-density developments of this magnitude present anywhere in the West Glenwood Springs area.

The PUD has building heights range from 30 feet adjacent to Donegan Road and 53 feet on the southern portion of the PUD near the mall. I appreciate design efforts to transition building heights corresponding to the slope of the property; however, all residential houses on the north side of Donegan Road are one-story. Efforts should be made to minimize the height of the PUD buildings along the north side of Donegan Road. Further, the 53-foot height proposed for the southern buildings would make them the tallest in West Glenwood.

VI. Other Impacts

Comment:
Impacts of the PUD to the fundamental facilities, services, and systems serving a city should be analyzed and mitigated. These include but are not limited to the following: fire department, police department, schools, sewer system, medical facilities, parks, hiking/biking roads and trails (e.g., Mitchell Creek).

Background/Rationale:
Proposed high-density housing developments can have impacts that are far greater than the immediate area. Impact analysis is often focused on the immediate area of the proposed development rather than the effects to a broader area (a classic - can't see the forest for the trees). Population growth can reach a point where the carrying capacity of the City's infrastructure, services, facilities are reached. That compromises the safety and quality of life to all citizens of the city.

This concludes my comments, issues and concerns.
--
Michael R. Kinser
51 Ponderosa Drive
Glenwood Springs, CO 81601
(970)945-2287
mikekinser2@gmail.com

From:	Jennifer Ooton
To:	Trent Hyatt
Subject:	Fwd: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership
Date:	Saturday, July 10, 2021 12:54:04 PM
Attachments:	City Council sv letter.docx Outlook-upo1qzig.png

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Trent,
Here is another email for the record.
Thanks,
Jenn

Jenn Ooton
Assistant City Manager, Economic and Community Development
City of Glenwood Springs
970-384-6404 (o)
970-471-8684 (m)

Get Outlook for iOS

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Saturday, July 10, 2021 9:51:55 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Fw: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Please include in Public comment for Annexation -

Shelley Kaup
Councilor At-Large
City of Glenwood Springs
970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: Sally Valin <svalin@outlook.com>
Sent: Friday, July 9, 2021 12:28 PM
To: Steve Davis <steve.davis@cogs.us>; Jonathan Godes <jonathan.godes@cogs.us>; Tony Hershey <tony.hershey@cogs.us>; Paula Stepp <paula.stepp@cogs.us>; Charlie Willman <charlie.willman@cogs.us>; Ingrid Wussow <ingrid.wussow@cogs.us>; Debra Figueroa

To: steve.davis@cogs.us; jonathan.godes@cogs.us; tony.hershey@cogs.us; paula.stepp@cogs.us; charlie.willman@cogs.us; ingrid.wussow@cogs.us; debra.figueroa@cogs.us; shelley.kaup@cogs.us

Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Having lived within the city limits of Glenwood Springs for many years, I am very concerned about the impact that recent growth has already had on traffic and water usage in our town.

I believe that a moratorium needs to be placed on development of any additional multi-family units in Glenwood Springs until (a) a current Wildfire Evacuation Plan is in place and can be implemented to allow for the safe evacuation of all Glenwood Springs residents, (b) a thorough assessment is done on how the annexation would impact water supply now and into the future, and (c) the current Comprehensive Plan has been updated.

For the protection of current residents, I ask you to please reject this application. To pass such a proposal would be dangerous and ultimately irresponsible.

Thank you,
Sally Valin
Glenwood Springs

<debra.figueroa@cogs.us>; Shelley Kaup <shelley.kaup@cogs.us>
Subject: Subject: Application for Annexation, Rezoning, and Development of 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and Development of 480 Donegan Road by R2 Partnership

Caution! This message was sent from outside your organization.

Hello,
Please see the attached letter.
Thank you,
Sally Valin
Sent from Mail for Windows 10

From:	Debra Figueroa
To:	Trent Hyatt
Subject:	Fwd: Letter to City Council for 29 July 2021 Meeting
Date:	Monday, July 12, 2021 7:14:03 AM
Attachments:	Our City Council Letter.docx

Trent

FYI

Debra

Begin forwarded message:

From: Ann Stephens <britican@comcast.net>
Date: July 9, 2021 at 11:26:00 AM MDT
To: "Ryan M. Muse" <ryan.muse@cogs.us>
Cc: Debra Figueroa <debra.figueroa@cogs.us>
Subject: Letter to City Council for 29 July 2021 Meeting

Caution! This message was sent from outside your organization.

Ryan
Very nice to talk to you this morning Ryan. As I said before we have already sent the attached letter to City Council Members but since I did not request that it be included with the packed I have now updated it slightly and am formally requesting that this be included in the City Council Packet for their meeting on 29 July and any following meetings covering the annexation, rezoning and development of the 15.818-acre property at 214 Center Drive.

Please let me know if you have any questions.

Thank you

Annie Stephens

TO:
City Manager/City Clerk
101 8th Street
Glenwood Springs CO 81601

PLEASE INCLUDE THIS LETTER IN THE CITY COUNCIL PACKET FOR 29 JULY 2021

RE: Annexation of a 15.818-acre parcel into the municipal limits of the City of Glenwood Springs and Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

We are writing to express our opposition to the annexation of the 15.818-acre property at 214 Center Drive owned by Glenwood Partnership/Floyd Diemoz and more specifically the 12.285-acre PUD proposal (also known as "480 Donegan") currently under contract with R2 Partnership LLC to build 360 residential units and on your City Council agenda for 29 July 2021.

We understand that although this complies with guidelines in the 2011 Comprehensive Plan (revised in 2014) there are already plans to revisit this outdated document. In the years since its writing many factors have changed, most notably our climate making the possibility of wildfires not just a once every few years event to a regular summertime occurrence. Already in mid-June we have registered temperatures of over 103 degrees in our north-facing yard. As we saw last year with both the 111 fire, which caused total gridlock in West Glenwood, and the Grizzly Creek fire, life in our valley can be changed in the space of a few short hours and our lives and homes threatened.

As you deliberate we would ask you to take into consideration several things:

1. **WILDFIRE RISK:**
   The area of West Glenwood is already categorized as "very high risk" according to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007. What we have in West Glenwood are multiple small roads leading to **ONE SINGLE ROAD** - Highway 6. Not only does Highway 6 need to have the capacity to safely allow evacuation of all the residents of West Glenwood but depending on the location of the fire, it may also block areas off so that emergency vehicles can access the fire. To add such a large number (or in fact any number) of residents to West Glenwood, which already has over 3,000 residents would be utterly catastrophic.

2. **WEST GLENWOOD FIRE STATION:**
   The current fire station located on Mel Ray Road is now undersized and obsolete according to Chief Gary Tillotson. This 12.285-acre property would be an ideal location for Glenwood to build a large, state-of-the-art fire station that is adequately equipped and has room for the preparedness training needed by first responders but also offers the type of land around it that can serve as a shelter in place zone or land break to help slow down the progress of any fire that might come into the area.

3. **DENSITY:**
The development of the 12.285-acre plot of land will bring in almost 30 units per acre compared to the properties to the north where the average is 3.5 per acre – 43 homes compared to 360 units is unacceptable.

If approved this development would be THREE TIMES THE SIZE of the Six Canyon Apartments which has 116 units. All of these units next to 43 homes?

4. **TENANTS & PARKING:**
The developer has assured the community that this development will bring in under 600 tenants which we find hard to believe given the breakdown of the units. We predict there could be nearer to 900 tenants. Even with 625 parking spots both on site and off site, this will turn West Glenwood into a parking lot of Californian proportions.

5. **TRAFFIC:**
Consider the traffic that a development of this size will bring to the three "main" roads in this area - namely Mel Ray, Donegan and Storm King. Even if roads are improved, is it realistic to think they can handle the traffic from 600-900 (minimum-maximum) tenants coming and going to work, shop, take children to school and socialize; as well as delivery/removal/utility company vehicles; restaurant workers and guests; customers and clients utilizing the live/work units; and visitors to the residents living in this development? Yes the developer will make off-site improvements but as one of the commissioners said at the last P&Z meeting "without this development these improvements would not be necessary."

6. **PROXIMITY TO LOCAL SCHOOLS:**
The proposed development is immediately opposite both the Two Rivers School and the Montessori School (located in the Business Center). Adding this amount of traffic to our relatively rural area will bring safety issues both for children and teaching staff. R2 developers are proposing a sidewalk and bike lane on Donegan to help with safety and traffic, but to our knowledge there has never been an injury on Donegan in the 20 years we have lived here.

7. **LAND DEDICATION:**
Normally with a development of this size a developer is asked to provide parkland and school land dedications, in this case 5.9 acres and 4.4 acres respectively, but will this really happen? Will the City allow them to make fees in lieu of which will do little to compensate the people of West Glenwood who already have just one tiny public park (often in use by Two Rivers School)?

8. **UTILITIES:**
Even though local authorities say we have sufficient capacity for water (and sewer) for this development, why then are we already on water restrictions? Yes they may have irrigation water for some months of the year, but 360 residential units, a swimming pool, clubhouse and a restaurant use an enormous amount of water.

9. **BENEFITS:**
And lastly ask yourselves how will this development be of "greater benefit to the City" and does it fit with your Comprehensive Plan Vision Statement "to preserve Glenwood's small-town character while maintaining livability."

    1. Yes it will bring in some tax dollars but overall this is not going to be a development like Glenwood Meadows which has robust retail, restaurant and

accommodation revenues (where retail sales tax collected is in excess of $4.2 million per year for the past 15 years).

2. And yes it will bring in housing, a little of which will be affordable housing, but when will these large developments stop? In recent years we have seen The Lofts built (and another 300 units approved and still to be built), Six Canyons (a monstrosity of a complex), Buffalo Valley Apartments, Bell Rippy Apartments, Solstice Townhomes, Real America's Mountain View Flats proposal to build 54 units just north of Hwy 6 & 24, residential homes going up west of Ami's Acres and the possibility that condos will be built on the Rivers Restaurant site. With the exception of the 29 townhomes in Cardiff Glen ALL are rentals. We see recently announced affordable housing at four CMC locations including Spring Valley campus here in Glenwood Springs, which will also help with the housing need.

We urge you to look at the recommendations made by the City's Planning & Zoning and deny this annexation and PUD proposal. Some of the reasons cited by P&Z included the following:

1. Not suitable or compatible
2. Did not address opportunities for home ownership
3. Did not maintain or fit our small-town character as described by the Comprehensive Plan, directing growth inward, planning for civic spaces or encouraging infill and redevelopment
4. Significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved, and the need for an evacuation study and plans in place before future large scale developments
5. Developer to dedicate parkland rather than pay parkland fees
6. Concerns regarding density and traffic
7. Issues with roof and gable designs
8. The need for a fire station in West Glenwood
9. Recommended additional traffic studies
10. Recommended installation of story poles
11. Recommended lowering maximum heights, removing false gables, and reducing density
12. Recommended that on-street parking not be counted towards the parking requirements
13. Recommended more inclusionary housing that the minimum required

It is our firm opinion that a moratorium needs to be placed on all non-single-family developments in Glenwood Springs until (a) a current Wildfire Evacuation Plan is not only in place but can be fully implemented to allow for the safe evacuation of all residents of Glenwood Springs and (b) the Comprehensive Plan has been updated.

If there has been one thing our world has learned through Covid it is that no matter how economically stable we are, how fiscally responsible we are, how much we plan for the future, **we are nothing if we don't protect our people**. We are urging you, our City Council, to do everything in your power to keep us safe.

Together we can build a safer community
Glenwood Safe – Glenwood Strong

Randy & Annie Stephens

From: Debra Figueroa
To: Trent Hyatt
Subject: FW: development in west Glenwood
Date: Monday, July 12, 2021 1:17:11 PM
Attachments: Outlook-5udci1hp.png

Trent - FYI

Thank you

Debra

From: Shelley Kaup <shelley.kaup@cogs.us>
Sent: Monday, July 12, 2021 11:43 AM
To: Jennifer Ooton <jenn.ooton@cogs.us>; Debra Figueroa <debra.figueroa@cogs.us>
Subject: Fw: development in west Glenwood

Please include in the Public record for the project.

Thanks,
shelley

Shelley Kaup

Councilor At-Large

City of Glenwood Springs

970-948-9018 (cell)

https://www.ci.glenwood-springs.co.us/

From: BETH DWYER <bethdwyer@comcast.net>
Sent: Monday, July 12, 2021 10:30 AM
To: Shelley Kaup <shelley.kaup@cogs.us>
Subject: development in west Glenwood

Caution! This message was sent from outside your organization.

Hi Shelley!
I am writing to encourage protection of the land in West Glenwood specifically with regard to the proposed development (360 apartments).
Though, we now live in New Castle, we used to live in GWS (as you know). I (Beth) have quite a few friends who do live in West Glenwood and who I frequently join to walk with in that area. I have always enjoyed seeing that field (open space) in the neighborhood especially with the horses. :)
My thoughts about the development of that field has to with Two Rivers Community School. Both of my grandsons go to school there. I know one main concern regarding the increase of housing in that area has to do with the idea of an emergency exit, and I agree that this should be the most important issue.
The folks who live there, as well as the school population, need to be able to get out of there quickly in case of wildfires (or other emergencies). I doubt that even having an evacuation "plan" would really make much difference when it comes to truly getting people out quickly and especially if there were more people with more cars needing to get out. (nothing wrong with anemergency plan though!).
Gridlock can and does easily happen at the West Glenwood roundabout... which would also greatly impact people in that neighborhood who might need to evacuate.
If the field needs to be developed, maybe first annexed by the city (I don't know why this could be something folks might oppose) and then have some kind of creative, enriching and more organic vision about the use of that land and the neighborhood.
Thanks, Shelley for your attention and time with this matter.
Sincerely,
Beth Dwyer

From:	Debra Figueroa
To:	Trent Hyatt
Cc:	Jennifer Ooton
Subject:	Fwd: Correction to letter send 6-18 On West Glenwood Pasture Development
Date:	Thursday, July 15, 2021 3:32:04 PM
Attachments:	West Glenwood Pasture Development Reynolds Cain Ditch.docx

---

Trent,

FYI

Sent from my iPhone

Begin forwarded message:

> **From:** LEE BOWLES <mitchellcreek@comcast.net>
> **Date:** July 15, 2021 at 3:28:17 PM MDT
> **To:** Steve Davis <steve.davis@cogs.us>, Jonathan Godes <jonathan.godes@cogs.us>, Tony Hershey <tony.hershey@cogs.us>, Shelley Kaup <shelley.kaup@cogs.us>, Paula Stepp <paula.stepp@cogs.us>, Charlie Willman <charlie.willman@cogs.us>, Ingrid Wussow <ingrid.wussow@cogs.us>, Debra Figueroa <debra.figueroa@cogs.us>
> **Subject: Correction to letter send 6-18 On West Glenwood Pasture Development**
>
> Caution! This message was sent from outside your organization. Allow sender | Block sender
>
> When I sent you this letter on 6-18 I stated the Diemoz's were not using there irrigation water. They did start using the water in later June so I did want to correct that. I took that statement out of this attachment. I didn't know how much it mattered to send an updated copy but I didn't feel right saying something that wasn't correct. Just know Mitchell Creek is not flowing as in the past and if we have another year of drought it could be quite a different story next year.
> I am disappointed I won't be able to attend your meeting. I can only hope you have read letters to the editor and other editorials in the post to feel our frustration with the constant building of Apartments and what has happened to our town. Glenwood needs a new direction, something to revitalize it. As already stated by many you can't keep adding to our existing problems, like fire evacuation for one without coming up with concrete plans first.
> Thank you
> Lee Bowles

Dear City Council,

I am writing in regards to the development being proposed for the West Glenwood Pasture.

I would like to make some comments on the Reynolds Cain Ditch in which Floyd Diemoz has water rights that he is planning on selling to the developer so they can irrigate their open space. Floyd stated in the last P&Z meeting that his family has had those water rights for many decades and the water has been plentiful. My husband and I also have water rights out of Mitchell Creek. The golf course has 1st water rights on the Reynolds Cain ditch that is supplied by Mitchell Creek. I beg to differ on how plentiful the water is as everyone is ignoring the fact we are currently in a drought. This is the first year we have hardly seen Mitchell Creek rise due to runoff, again which feeds the Reynolds Cain ditch. Ever since my Husband turned on the ditch this year to irrigate our property he has been in constant contact with man who manages the ditch for the Golf course on what water he was utilizing and letting out from Mitchell Creek. Never before had we talked to him about our usage. If the Golf Course does not get enough of their allotted water they can call rights on the rest of us, which means it is possible the Diemoz water could be shut off. In the 31 years we have lived here we have only had our water called once, and it wasn't even as dry then as it is now. Also the Storm King Ranch has rights and the Sunlight church from Mitchell creek thru a ditch that runs thru our property. My main point is that the Diemoz water is not a for sure thing especially in these years of drought. We are not even sure how it would all get monitored if such a large development decides to utilize the ditch water. Right now we all work together and communicate any problems.

I am hopeful you will take seriously the comments on why P&Z turned down the proposal. Our lives are literally in your hands. You cannot continue to add to the problems that exist in West Glenwood with Fire evacuation and the gridlock we experience. I don't know if any of you have been thru a wildfire where you cannot move and have mountains on fire around you, but it's terrifying. Our geography goes against us in this small valley.

None of us can understand why over and over it's stated there is enough water in these times of drought. Maybe today, but does no one plan for future dry years? We need a new fire house and so many other things in this town besides more housing. We don't have the infrastructure to support such a development. Also we rarely see any law enforcement in our area even after calls to please patrol due to visually seeing drug exchanges going on.

The traffic in Glenwood is horrendous. We are supposed to be a tourist town but it's getting so congested it's not fun for anyone to try and get around, including the tourists. Right now I am afraid to go to town because if the interstate closes, which is happening more and more I will never get home.

There is so little open space in this valley and I understand the Diemoz family wants to sell but please take care of your citizens that rely on you to make the right decisions for us. We have been lucky so far, but in West Glenwood we truly have the fear of being trapped and burned alive. It's not if we will have another wildfire, but when. If you add more traffic to an already existing problem no one has a chance.

Just a reminder that there are no sidewalks on Donegan or up the Mitchell Creek Road. We have loads of hikers, bikers, dog walkers and lots of children walking the road with already too much traffic going over the speed limit. If you add all those people who will join the clusters already on a dangerous road someone is eventually going to get hurt. Since we have an outdated firehouse couldn't the city somehow buy that property for a new firehouse/senior-center/park….anything to give our city some life instead of just constant building of apartments. Please step back and think of your citizens and what is happening to our town and I beg you do the right thing for us.

Respectfully,

Bruce & Lee Bowles

Two properties on Mitchell Creek Road

MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
May 25, 2021
Zoom
6:00PM

APPROVED

1. **Roll Call**

Present at roll call were Commissioners:	Marco Dehm, Amber Wissing, Joy White, Carolyn Cipperly, Sumner Schachter, George Shaver
Absent at roll call were Commissioners:	Ben West, Joy White, Pete Waller
Also present were:	Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

2. **Receipt of the Minutes**

Commissioner Schachter made a motion to accept the minutes from the August 13, 2020 meeting. Commissioner Shaver seconded the motion. Commissioner Schachter asked if accepting the minutes from August 13th had any impact on item 09-21. Asst. City Manager Jenn Ooton confirmed that the approval of this minutes was procedural and not related to any items on the agenda for May 25th.

Commissioner Dehm called the item to question.

Motion passed unanimously.

Commissioner Schachter made a motion to accept minutes from the April 27, 2021 meeting. Commissioner Wissing seconded the motion.

Commissioner Schachter requested staff add Commissioner Cipperly's list of information requested from the developer on item 09-20. Commissioner Cipperly asked if minutes could be

approved even though some Commissioners had not been at previous meeting. City Attorney Karl Hanlon explained that a vote could proceed.

Commissioner Dehm called the item to question.

Motion passed unanimously.

3. Public Comments

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

4. Continued Items

a. Planning File 09-20*: Consideration of an annexation and the initial zoning/rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042) Continued from the March 23rd, 2021 and April 27th, 2021 meeting.*

Commissioner Shaver attested to having watched the two previous meetings where this item was discussed. Commissioner Schachter attested to having watched the April 27th meeting. Commissioner Wissing recused from the item, citing previous involvement with the item.

Commissioner Schachter asked if it would be advisable to continue the item since there were only four P & Z members for this item. City Attorney Karl Hanlon recommended not continuing the item and advised the item move forward.

Senior Planner Trent Hyatt provided the Planning & Zoning Commission a brief summary of the staff report including the requests of Planning & Zoning Commission to the applicant and staff.

Applicant Floyd Diemoz discussed the history of the property, explaining the property was originally bought in 1960 as an investment property and that the property had never been officially designated as open space. Diemoz asked Commission to approve the item, citing the project's compatibility with the Comprehensive Plan. Diemoz also stated that the property was likely to be developed in the near future, whether annexed to the City or not.

Applicant Barry Rosenberg discussed the project and how in his opinion it aligned with goals in existing City Comprehensive and strategic plans. Rosenberg stated that the project would follow the affordable housing requirements and that the applicants were open to considering the Housing Commission's recommendations and discuss possible changes to the project with the Housing Commission. Rosenberg also stated the applicant was committed to assisting with any evacuation plans.

Applicant Matthew Fitzsimmons, Hord Coplan Macht provided the Commission with a short presentation with additional information, including site sections showing heights to the peaks and parapets as requested by the Commission. Fitzsimmons also provided additional views from the elevation of houses on north side of Donegan, as requested by the Commission.

Applicant Yancy Nichol, Sopris Engineering, provided the Commission with information on sight distances at intersections with Donegan, as requested by the Commission.

Commissioner Schachter asked for peak and midpoint heights for the different housing types. Applicant Matthew Fitzsimmons provided information on the revisions and the peak and midpoint heights for different housing types. Schachter also stated that comparing the density of this project could not be compared to the Lofts because the numbers provided by the applicant did not include the entire Meadows development. Applicant Rosenberg agreed that the numbers for the Lofts did not include the entire Meadows development and that Six Canyon would be a more similar comparison. Schachter also stated that in response to Floyd Diemoz comments on the Comprehensive Plan, that some of those items can be objective.

Commissioner Cipperly asked if the applicant could verify that the Reynolds Cain Ditch runs year round and that water would be available for site irrigation. Applicant Paul Schirmer verified that a letter confirming this was forwarded to staff but was sent after the packet was sent out. Applicant John Diemoz explained that letters from the Reynolds and Cain Ditch Company was sent to the City verifying the water situation. Applicant Floyd Diemoz provided a history of the usage of the ditch dating back to the family's purchase of the property. Floyd Diemoz also explained the ditch usually does not run during winter months.

Commissioner Schachter asked the applicant regarding potential meetings with the Housing Commission and any of the potential changes. Applicant Rosenberg explained that the applicant would be willing to exceed the required affordable housing requirements and open to working with the Housing Commission on these items. City Attorney Karl Hanlon stated that the Housing Commission acted in an advisory role and could not place stipulations or conditions on development, as that would be the role of City Council in an annexation. Senior Planner Hannah Klausman provided additional information on the recommendations made by Housing Commission.

Commissioner Shaver requested information on ADA access in the proposed design. Applicant Rosenberg stated specific plans had not been drawn up but that all designs would meet ADA requirements. Shaver also asked if specific units would be ADA accessible, which Rosenberg confirmed that a specific number of units would be required to meet those requirements. Applicant Fitzsimmons stated that several of the ground floor units would be designed with that in mind and that other units would be designed to be adapted for that use.

Commissioner Dehm reopened the item to public comment, citing that there had been some minor revisions to the item.

Erika Gibson, Attorney for the Diemoz Partnership, stated that the focus of the item was on annexation and that the property in the Comprehensive Plan was specifically identified for annexation and development.

Lacy King, questioned how the traffic study addressed potential future traffic from a redeveloped Glenwood Springs Mall.

Jamie Nims, Head of School at Two Rivers Community School, stated that the Two Rivers Board of Directors was not taking a position for or against the project. Nims stated concerns regarding traffic and density. Nims also stated that the school had difficulty filling positions due to the

APPROVED

regional housing shortage. Nims expressed a desire that any potential development on this site could be compatible with the community and neighborhood.

Laurie Raymond, supported denial citing wildfire evacuation concerns, traffic, water concerns, and lack of xeriscaping in project designs.

Greg Jeung, No Name resident, had questions on the impact fees for the project, including parkland fees and fire impact fees.

Jamie Darien asked if it were possible to model the heights of the buildings uses poles or similar physical visual on site.

Lisa Orosz asked if the item could be a referendum. Orosz cited concerns about traffic and wildfire concerns.

Todd Hurst, supported denial citing concerns on traffic and its effects on emergency response times, wildfire concerns, density, and neighborhood compatibility.

Michael Hoban, supported denial citing traffic, wildfire concerns, neighborhood compatibility, and density.

Mark Gibson expressed thanks to the Commission for their service. Gibson supported the use of story poles to model the visuals on site and commented on the density of the project.

Commissioner Dehm closed the item to public comment.

Applicant Barry Rosenberg provided responses to several community comments. Applicant Curtis Rowe, Kimley Horn stated that the traffic study was designed accounting for a fully redeveloped mall. Rosenberg also stated that the irrigation ditch provided sufficient water for landscaping. Rosenberg also stated that there was no waiver for development fees. Rosenberg also mentioned that the density had been decreased from the original proposed designs.

Commissioner Schachter requested City Attorney Karl Hanlon to clarify what the actions of the item signify. Hanlon explained that Planning & Zoning's role with this item was to provide a recommendation to City Council and was not acting as a deciding body. Hanlon explained that there will be additional public hearings in front of City Council regardless of P & Z recommendation. Hanlon explained that P & Z could not place conditions but could provide recommendations to City Council. Schachter also asked to which degree proposed design and zoning would resemble the final development. Hanlon explained that the approval of this item for zoning and annexation would be very specific to the proposed design.

Commissioner Shaver asked a question on the relation of the two items. Hanlon stated that the two items, annexation and zoning, where closely tied to each other. Shaver asked it the item were approved by Council, if the applicant was required to annex. Hanlon explained that if an applicant could not meet the conditions, then the annexation would not proceed.

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Commissioner Schachter made a motion to recommend denial of Action Item 1 – Annexation of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs. Schachter based on recommendations with findings that the project was not compatible with Comprehensive Plan goals of livibiliaty, small town character, or safety. Schachter also stated that the item creates potential adverse impacts to the City and neighborhoods in terms of health, safety, and welfare.

Commissioner Cipperly seconded the motion.

Commissioner Schachter stated the proposal was well put together yet not suitable or compatible to the City of Glenwood Springs at this time. Schachter indicated it was the role of the community of Glenwood Springs to decide the definition of small town character, as described in the Comprehensive Plan and that it was not the role of a developer to make that determination. Schachter also stated the proposal did not adequately address opportunities for home ownership. Schachter also cited precedent for rejecting previous proposals for annexations in West Glenwood.

Commissioner Cipperly acknowledged the applicant's response to City, staff, and public comments. Cipperly stated that this development did not meet the following goals of the Comprehensive Plan including: maintaining small town character, directing growth inward, planning for civic spaces, and encouraging infill and redevelopment.

Commissioner Shaver stated general agreement with Commissioner Cipperly and Commissioner Schachter. Shaver stated that there were significant life safety issues in this area of the city that would need to be addressed before a project like this could be approved. Shaver also stated that the project did not fit small town character as described by the Comprehensive Plan.

Commissioner Dehm stated the project was well designed, and expressed support for some of the design aspects. Dehm also expressed concerns regarding the proposed density of the project and traffic.

Commissioner Dehm called the item to question, to recommend denial of Action Item 1.

Commissioner Cipperly mentioned issues with the roof and gable designs.

Commissioner Shaver agreed with Cipperly's opinion on the roof designs. Shaver encouraged Council to consider a reduction in development fees for a smaller project with more open space, including a reduction in units.

Commissioner Schachter suggested that Council consider completing a Comprehensive Plan update before any further annexations or large scale developments.

Commissioner Schachter made a motion to recommend denial of Action Item 2 – Initial Zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 to Planned Unit Development (PUD) District. Schachter stated based recommendation on findings that the proposed item has adverse impacts regarding traffic, evacuation plans, sightlines, expenses to the City, and other items that may be detrimental to rezoning at this time.

Commissioner Shaver seconded the motion.

Commissioner Schachter made suggestions, based on public input, that City Council consider the following items: installation of story poles, lowering maximum heights, reducing density, removing false gables, on-street parking should not be counted towards parking requirement, need for owner-occupied housing, more inclusionary housing than minimum required, need for evacuation study before future large scale developments, need for fire station in West Glenwood, need for Highway 6 entrance to the property, possibility of redeveloping this property and the mall simultaneously, and additional traffic studies.

Commissioner Cipperly suggested the Council consider encouraging the developer to dedicate parkland rather than pay parkland fees. Cipperly also suggested reducing surface parking by adding tuck in parking spots underneath buildings.

Commissioner Shaver cited concerns of approving this scale of development without adequate evacuation plans in place.

Commissioner Dehm called the item to question.

Motion to recommend denial of Action Items 1 & 2 passed unanimously.

b. Planning File 12-21*: Consideration of an Appeal of a Community Development Director Decision to not accept/process a Major Site/Architectural Plan Review application and a Minor Subdivision application due to the proposal exceeding the number of multi-family residential apartment units allowed by the Glenwood Meadows Annexation and Development Agreement and Zoning and Development Plan (GMADAZDP), as filed with the Garfield County Clerk & Recorder's office at reception #616083 and subsequent amendments thereto. The Appeal is filed pursuant to Municipal Code section 070.060.070(c). The subject property related to the Appeal is Lots 11 C-B (PIN: 2185-041-41-003) and 11 C-C (PIN: 2185-041-41-002) of the Glenwood Meadows Subdivision No. 6 and is zoned Residential High Density (RH) District (R/3 per the GMADAZDP) (Continued from May 10, 2021)*

Community Development Director Jenn Ooton indicated that the applicant had withdrawn the application.

5. New Items

a. Planning File 09-21*: Consideration of a Minor Site/Architectural Plan review of eleven multifamily units in a building that is currently vacant. The application includes consideration of an administratively reviewed Right-of-Way Encroachment License for building cornices that overhang the public right-of-way.*

Assistant Community Director Gretchen Ricehill introduced the item and provided the Commission with a presentation on the application. Ricehill explained that the City Historic

Preservation Commission was required to review the application and that the Preservation Commission had issued a Consideration Landmark Alteration Certificate on March 1 , 2021. Ricehill stated that staff recommended approval of the item with findings on page 8 and the suggested conditions on page 8 & 9 of the staff report.

Commissioner Cipperly asked why the replacement brick on the north elevation would match the adjacent building and not the existing building. Ricehill explained that this was a recommendation from the Historic Preservation Commission.

Commissioner Schachter requested what the allowed uses of the property would be. Ricehill explained that the property was zoned M2 Central Core.

Commissioner Shaver asked if the encroachment into public space would require Council review. Ricehill explained that some can be reviewed administratively, such as the cornices in this project. Ricehill indicated that previous encroachments had been handled similarly. Shaver also mentioned recent discussion on encouraging ground level retail.

Commissioner Dehm had questions on the rear façade of a neighboring building. Staff indicated that the neighboring building was not in the scope of work.

Applicants Seth Hmielowski and Randy Henrie, Architects with Z- Group provided the Commission with a brief description of the project, including details on the brick and other design details. Applicant Candace Whipple provided additional information on the application, expressing desire to develop the property, while preserving the historic character of the building. Applicant Henrie further explained the project and design.

Commissioner Shaver asked the applicant if there had been conversation with owner of neighboring Creamery building regarding a window. Shaver also asked if the parapet was sufficiently high to be a guardrail. Henrie explained that the parapet was high enough to be a guardrail. Shaver also asked if the encroachment would be required in the alley as well, which the applicant confirmed. Shaver also asked if an engineer had examined the historic cornices. Applicant Henrie explained that had not yet occurred and would likely occur prior to starting construction. Shaver also asked what the name of the building would be.

Commissioner Dehm asked if there were any applicable regulation to require ground floor residential. Ricehill confirmed there was no requirements. Dehm also asked for height restriction information. Ricehill stated that the maximum heigh by right was 40'. Dehm asked if this project could potentially meet the requirements for exceeding height restrictions for deed restricted housing. Ricehill explained staff could look at the potential for that, as a case study and not as a condition of approval.

Applicant Hmielowski indicated that they could be potentially interested in pursing the option of adding height.

Commissioner Shaver pointed out that addition of another floor would likely incur further review by the Historic Preservation Commission.

Commissioner Schachter asked staff to confirm that this application was received before the inclusionary zoning ordinance was enacted and that the applicant had the option of participating in the deed restricted housing. Ricehill confirmed the application was received prior to the ordinance and was not subject to those requirements.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Cipperly made a motion to continue the item to the June 22nd, 2021 regular meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed the desire to see a retail space on the ground floor.

Commissioner Dehm called the item to question.

Motion passed unanimously.

b. Planning File 16-21*: Consideration of a Variance from Article 070.040.110(g)(4)a4 and 070.040.110(i)(3) to allow the installation of two signs in the RM-1 Residential Medium Density zoning district that exceed the maximum 10 square foot sign area allowed and to illuminate one of the two signs.*

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the application item. Ricehill indicated staff recommended approval with findings on pages 6 & 7 and conditions on page 7 of the staff report.

Commissioner Shaver asked if this was the same zoning district that had previous variances. Ricehill explained that the majority of previous sign variances had occurred in the RT Residential Transitional District and also further explained differences between RT and RM1 Zoning Districts. Commissioner Shaver asked regarding the existing unpermitted sign on the south side of property. Ricehill suggested that the applicant could include this sign in the variance application for the June meeting, if the meeting were re-noticed. Ricehill indicated the alternatives would be sign removal or requiring an entirely new application.

Commissioner Dehm asked staff for confirmation on the recent change of variance criteria. Ricehill explained that signs were not included as a design standard and were still required to meet all seven of the variance criteria.

Applicant Glenda Oliver, Principal at St. Stephen's, provided more information on the existing unpermitted sign. Oliver indicated they would be willing to remove that sign. Oliver stressed the need for having signs on both the east and west sides of the building.

Commissioner Dehm opened the item to public comment.

No members of the public presented for comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the June 22nd meeting.

Commissioner Cipperly seconded the motion.

Commissioner Wissing when St. Stephen's was looking to start class. Applicant Oliver stated June 22nd.

Applicant Rich Carter asked the timeline for approval following the potential approval. Ricehill indicated a short turn around time for a complete submitted sign permit.

Commissioner Dehm called the item to question to continue the item.

Motion passed unanimously.

c. Consideration of Planning & Zoning Commission By-laws*: Consideration of Planning & Zoning Commission by-laws.*

Community Development Director Jenn Ooton explained the item and need to update the Planning & Zoning Commission's existing by-laws to ensure that they accurately reflect current processes and procedures.

Staff requested that the Planning & Zoning Commission review the current by-laws and suggest updates or corrections as needed.

Commissioner Dehm requested staff to provide suggestions for potential changes. There was further discussion between Commission and staff regarding time limits, workshops, attendance, and other items.

6. Commissioner Comments

Commissioner Shaver and Cipperly thanked staff for reminder for the previous Special meeting.

7. Director Comments

Ricehill also provided the Commission on an update for the next month's regular meeting.

8. Adjournment

Meeting was adjourned at 10:00 PM.

APPROVED

Planning and Zoning Commission Report

Date: July 29, 2021
To: Planning and Zoning Commission
From: Trent Hyatt, Senior Planner
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). Continued from the March 23, 2021 meeting.

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEMS

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

BACKGROUND

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021, where the Commission received additional information from the applicant and comments from the public. All information/materials previously provided are attached for your review.

Additional issues and concerns regarding the proposal were raised by the Commission at the April 27, 2021 meeting. Consideration of the proposal was continued to allow staff and the applicant to address the items outlined below.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings.
2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
3. Verification that Reynolds Cain ditch runs the full irrigation season confirming the lack of need for City water
4. City water availability meets all firefighting needs.

5. City fire services/equipment can be provided for the density and building heights proposed and/or where they are lacking.
6. Can and will serve letter from West Glenwood Sanitation District.
7. Completed wildfire assessment and evacuation plan (similar to plan completed South Bridge/Four Mile).
8. Formal agreement from emergency services related to evacuation routes and the developers financial contribution.
9. Confirm any flood, mud slides and/or debris flow path routes on the property.
10. Traffic analysis should include impact of proposed development at Ami Acres.
11. Pedestrian safety through crossing at roundabout at Mel Ray.
12. Line of sight at both exits along Donegan and Storm King.
13. Further consideration of park land dedication as opposed to fee in lieu.
14. Potential for future condominiumization of townhomes.
15. Financial feasibility of project compared to the density proposed and related infrastructure costs balance.
16. More information regarding partnership with Two Rivers Community School.
17. Grand Avenue bridge roundabout impacts.
18. Understanding of apartment units approved in the City to date since housing study.
19. Vehicle access through the mall site.
20. Housing Commission recommendations met.

Either staff or the applicant has addressed these matters via attached responses or updated drawings. Additional public comments received since the April 27 meeting are also attached for your consideration.

PROJECT SUMMARY

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REVIEW CRITERIA AND STAFF ANALYSIS

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REVIEWING AGENCY COMMENTS

Please see various attachments and/or the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

ACTION ITEMS & STAFF RECOMMENDATIONS

Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

Suggested Findings:
Please see the attached March 23, 2021 staff report and April 27, 2021 staff report memo for additional information.

REYNOLDS AND CAIN DITCH COMPANY

P.O. Drawer 790
Glenwood Springs, CO 81602

May 21, 2021

Address 480 Donegan Rd, Glenwood Springs, CO 81601
Glenwood Partnership LLP

RE: Reynolds and Cain irrigation season

The Reynolds and Cain Ditch Company (Ditch) can serve irrigation water through the Ditch during the entire irrigation season. The Ditch has ample water rights on Mitchell Creek and reliability on the ditch to provide the water shares allocated to noted property for irrigation purposes only.

Mike Hoffman
Reynolds and Cain Ditch Company, President

Memorandum

To: Planning and Zoning Commission, City Council
From: Glenwood Springs Housing Commission
Hannah Klausman, Senior Planner, Commission Liaison
Date: April 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

On May 13, 2021 the Housing Commission met and further discussed Planning item 09-20. The Commission wanted to provide additional clarification on the previous recommendation.

The housing commission supports the R2 Partnership project based on the need for more rental housing in Glenwood Springs.

The Regional Housing Study completed in 2019 estimated Glenwood Springs housing shortfall at roughly 2,000 units in 2017, which was also predicted to remain relatively the same through the year 2027 even with assumed growth in the housing sector. The estimates showed significant need increases in the 60-100% AMI category, with a 1,000-unit shortfall predicted in 2027 in those income categories alone. For reference, 2021 Area Median Income statistics for a single person are as follows for Garfield County with additional salary information as collected by the Commission from area employers:

Garfield County, CO		Correlating Professional Incomes	
60% AMI	$37,140	Certified Nurse Assistants	$31,000-$35,000
70% AMI	$43,330	Teachers	Starting: $41,000, Median: $56,000
80% AMI	$49,520	Clinic Registered Nurse	$54,000-$56,000
100% AMI	$61,900	Police Officer	$53,000-$75,000

*Not an exhaustive list. Information provided by Roaring Fork Schools, Valley View Hospital, and City of Glenwood Springs.

This is the basis for the commission's recommendation for additional units, or increased affordability within the project. The Commission's goal is to maximize the community benefit of housing options at different income levels. The housing commission's recommendation is intended to be an iterative process with the Developer to achieve the maximum community benefit while also maintaining a financially feasible project. The commission is open to reviewing a proposal from the Developer on how the project can best meet both needs.

Housing Commission's recommendation from April 19, 2021 is included below for reference.

Staff has recommended that the developer meet the minimum standards as outlined in Ordinance 1, Series of 2021, Inclusionary Housing, with 20% of total units designated for Resident Occupied, and 10% of total units designated affordable to 100% AMI rental prices as set by Colorado Housing and Finance Authority.
The Housing Commission is recommending the developer provide additional measures, as recommended in the Housing Strategy Plan, by providing one of the following:

1. Provide up to an additional 10% of deed restricted units limited to rental prices affordable to 100% AMI households.
    a. If providing less than 10%, affordability shall be set to less than 100% AMI proportionate to percent of units being provided.
    b. Units shall be equally distributed amongst unit types provided.
    c. Additional units provided beyond Inclusionary housing requirements shall not be held to geographic employment requirements.
    d. Unit locations may "float" within the development as long as the number of units is maintained.
2. Increase the affordability level of the 10% deed restricted units requested by staff to comply with the Inclusionary Housing Ordinance, to average 90% AMI.
    a. units shall be equally distributed amongst unit types provided.

In addition, Planning and Zoning Commission and City Council should consider requiring a payment (annual or lump sum up front) to the City for the management of compliance and enforcement of deed restricted units.

RCLCO
REAL ESTATE CONSULTING

MEMORANDUM

DATE: May 19, 2021

TO: Barry Rosenberg, R2 Partners

FROM: Erin Talkington, Managing Director

SUBJECT: RCLCO Key Conclusions on Glenwood Springs, CO Housing Supply-Demand Balance

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RCLCO completed a demand analysis in January 2020 for the apartment development proposed by R2 Partners at 480 Donegan Rd in Glenwood Springs, CO. Our work concluded that there was significant housing demand in the region and in Glenwood Springs in particular and that the market needs additional rental housing to be built to address the unmet demand identified in the Greater Roaring Fork Regional Housing Study.

As the site proceeds with the annexation and rezoning process, RCLCO revisited the supply and demand conditions in Glenwood Springs. Our key findings include:

1. The Greater Roaring Fork study concluded that in 2019 that Glenwood Springs needed 2,000 additional housing units to meet demand. Their analysis already accounted for 487 units that were near-term planned or under construction. Therefore, while some of these new housing projects have delivered over the past two years, the identified 2,000 unit shortfall remains to be addressed.
2. On average, 200 new households are projected to move to Glenwood Springs each year over the next five years. All of these households are expected to be age 45 or younger, which indicates that demand for smaller, attainably priced units such as apartments and townhomes will be needed to provide housing for the town's growth.
3. Excluding the subject site and the units counted in the Greater Roaring Fork study, there are 587 new units in the development pipeline, which is sufficient to supply only three years of future growth. The pipeline units are insufficient to address any of the 2,000 units of unmet demand.

MEMO

TO: Planning and Zoning Commission

FROM: Chief Gary Tillotson

CC: City Engineer Terri Partch, P.E., Public Works Director Matt Langhorst, P.E., Senior Planner Trent Hyatt

DATE: May 25, 2021

RE: Planning File 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

At the April 27, 2021 regular meeting, the Planning and Zoning Commission (Commission) voted to continue consideration of the above referenced application to the May 25, 2021 regular meeting. The Commission requested that staff and/or the applicant address certain issues or concerns, many of which were related to the Fire Department's ability to serve the proposal and anticipated impacts. Please find the Fire Department's response to applicable issues below.

Items Related to the Fire Department

4. Confirm City water availability meets all firefighting needs. Per information provided by Public Works Director Matt Langhorst, the City of Glenwood Springs has 6,012,503-gallons of domestic/fire water holding capacity within its tank system. The North/West Glenwood Springs area that would supply water to the new development has 2,150,000-gallons of water storage capacity directly feeding the lines to the development. The City is also currently water modeling the entire city, including potential future demand areas, which will help the staff fully understand water movement through the system and help locate another 500,000-gallon water tank in the North/West Glenwood area which has been in the planning stages for several years now. On a high demand summer day, the City will use approximately 4,000,000-gallons of water within the system area and our water plant can process 8,650,000-gallons of water per day, thus the plant capacity to refill the tanks is sufficient to keep up with water usage and fire flow demands. At a usage rate of 4MGD per day the City plant is processing an average of 6.19 cubic feet per second (CFS) of water. The City has rights to 20 CFS of water from the No Name Creek and Grizzly Creek watersheds, along with the ability to pull 500-acre feet of water from our Ruedi storage capacity at any time if needed. Thus, the City has the capacity to store fire flow water, process water for fire protection capacity to refill tanks and we have enough water rights to keep up with current and foreseeable future demands. Once appropriate water mains and hydrants have been constructed as needed, the fire department will be able to provide adequate fire suppression to the proposed development.

5. City fire services/equipment required for the density and building heights proposed and/or where they are lacking.
The proposed development, with the increased number of tall buildings, drives the departments need for an additional aerial apparatus in the West Glenwood area. For the past several years, Glenwood Springs Fire Department has been trying to secure a location to replace the undersized West Glenwood Station No. 1, located at 0090 Mel Ray Road. Although the current station, is capable of housing the aerial apparatus it is incapable of housing additional personnel.

GSFD call volume has increased over 50% in the past ten years, while personnel have increased less than 15%. The ever-increasing call volume will inevitably require the need for increased personnel. However, the additional personnel may not be required to provide response initially to this proposed development as it builds out.

Based on the number of units and sizes proposed, we estimate a fire/emergency fee payment of $377,002.50 for full buildout of the proposal per current regulations. Albeit, these fees, somewhat low, will help offset the cost of improved apparatus to serve the neighborhood. Additional property taxes generated from this development will help fund the construction of the new fire station.

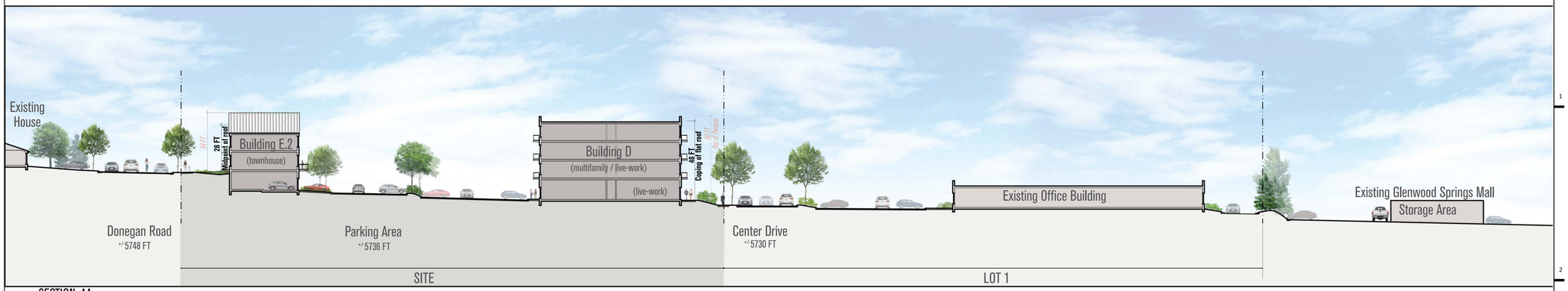
7. Completed wildfire assessment and evacuation plan (similar to the plan completed for South Bridge/Four Mile). The cost benefit analysis prepared for the South Bridge project determined the increased egress and related lifesaving abilities that the improvements provide to the south end of the City and the adjacent areas of Three and Four Mile Creek Roads. The City is not able to prepare a similar evaluation for the traffic generation anticipated with the current development proposal as it does not propose a secondary evacuation route for comparison. Additionally, due to the interaction between the City's local road system and the State and Federal highways, any evacuation analysis done for the area would not show a different result with or without the development. Evacuation of the existing neighborhoods and the proposed development will be addressed in the process outlined in the paragraph below.

8. Formal agreement from emergency services related to evacuation routes and the developer's financial contribution. Recent fire related events have emphasized the need for the City to reevaluate traffic management plans for emergency evacuation situations. The City is currently investigating several options to improve our capabilities during these events including but not limited to: temporary and permanent access line breaks along Interstate 70 allowing increased egress capacity (i.e. along Highway 6 where grades allow), closing the Highway 6 roundabout near the Grand Avenue bridge to limit traffic entering west Glenwood, restricting movements at 8th or 27th Avenues, limiting traffic from being able to enter south end of the City, and/or developing vehicle storage areas. However, these decisions are not made in a vacuum and involve coordination and approval of local and regional emergency service providers and agencies such as City Fire/Police/Streets Departments, Garfield County Sheriff's Office, Colorado Department of Transportation, Colorado State Highway Patrol, Federal Highways Administration,

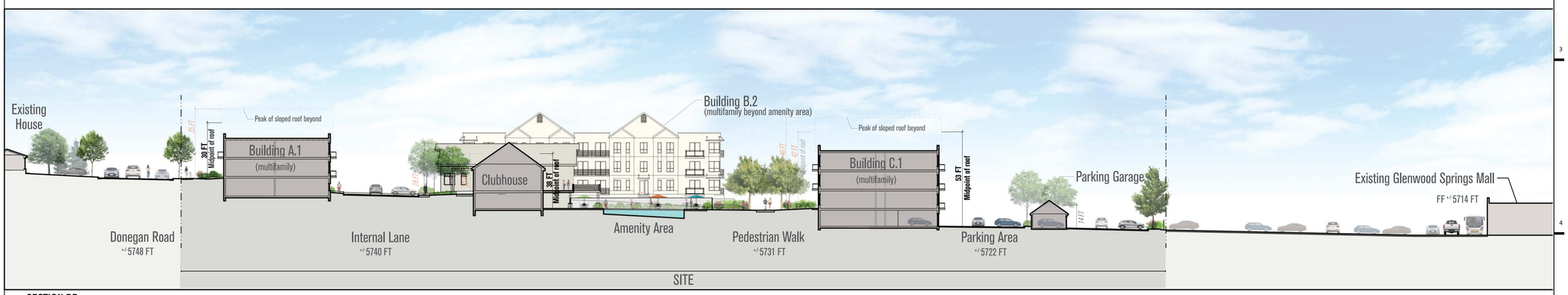
etc. These conversations are ongoing and necessary for future evacuations regardless of the current development proposal. We are confident the forthcoming plans will be complete well in advance of any development of the subject property. However, the applicant's stated $40,000 contribution towards planning/implementation of such plan, as per the recommended condition of approval, is beneficial to and will aid future evacuations.

101 W. 8th Street Glenwood Springs, Colorado 81601 970-384-6480 FAX 970-945-8506

SERVICE THROUGH DEDICATION, PROFESSIONALISM AND EXCELLENCE



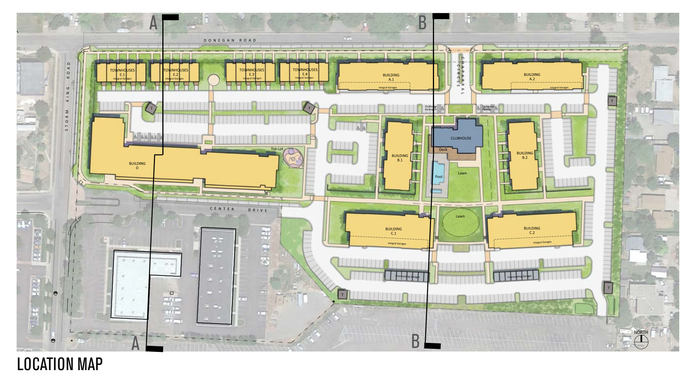
SECTION AA
1"=30'



SECTION BB
1"=30'

BUILDING HEIGHT NOTES:

1. Building Heights in **BOLD TEXT** reference building heights defined and listed on Plan Sheet C1.2.
2. Building Heights in *ITALICIZED TEXT* reference supplementary height dimensions as requested by Planning Commission (April 27, 2021)



LOCATION MAP
NTS

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision
	04/21/2021	Supplemental Site Section Exhibits
	05/14/2021	Added Requested Buildings Heights

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

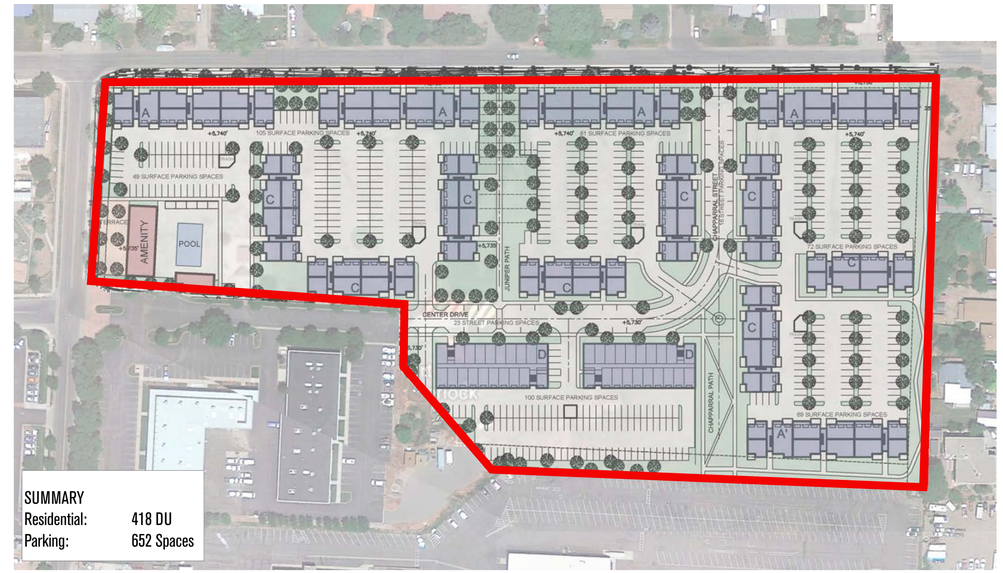
Drawing
SITE SECTION

LA4.1

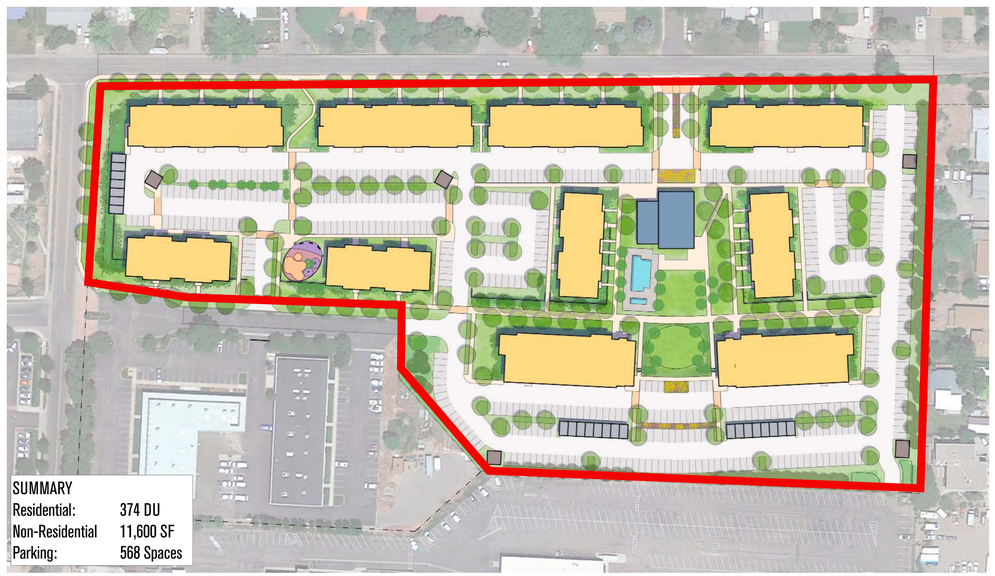
ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

GLENWOOD BUSINESS CENTER, November 1980



GLENWOOD SPRINGS APARTMENTS, July 2020



480 DONEGAN, October 2020 (Pre-Submission)

480 DONEGAN, January 2021

	480 DONEGAN (January 2021)	GLENWOOD BUSINESS CENTER (November 1980)			
		Office Park		Retail Center	
DAILY TRIPS	2,188 Trips	2,226 Trips	*(2% Increase)*	7,588 Trips	*(247% Increase)*
AM PEAK TRIPS	144 Trips	289 Trips	*(100% Increase)*	189 Trips	*(31% Increase)*
PM PEAK TRIPS	177 Trips	215 Trips	*(21% Increase)*	766 Trips	*(333% Increase)*

TRAFFIC GENERATION ANALYSIS

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision
	05/14/2021	Provided Plan Chronology

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
PLAN CHRONOLOGY

LA6.0

ANNEXATION AND ZONING SUBMISSION

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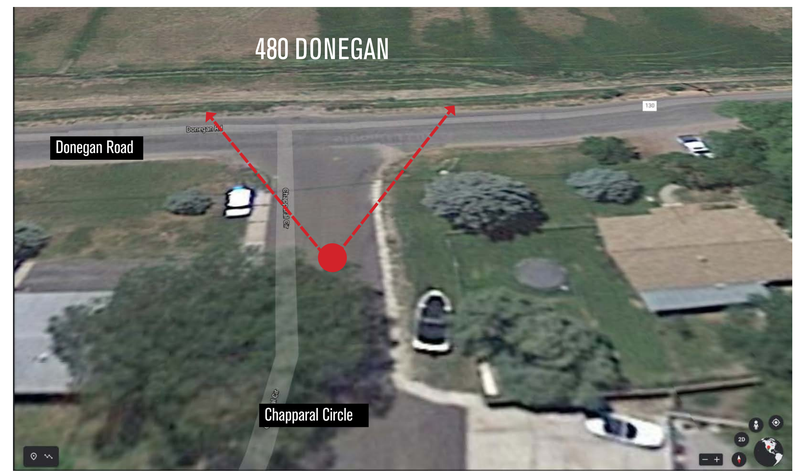
PROPOSED CHAPPARAL CIRCLE VIEW

VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision
	05/14/2021	Added Visual Simulation

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
VISUAL SIMULATION

A 2.4

ANNEXATION AND ZONING SUBMISSION

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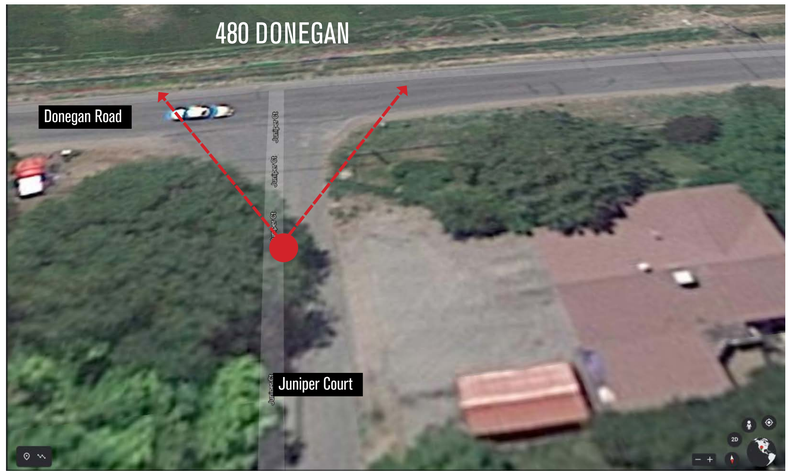
PROPOSED JUNIPER COURT VIEW

VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision
	05/14/2021	Added Visual Simulation

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
VISUAL SIMULATION

A 2.5

ANNEXATION AND ZONING SUBMISSION

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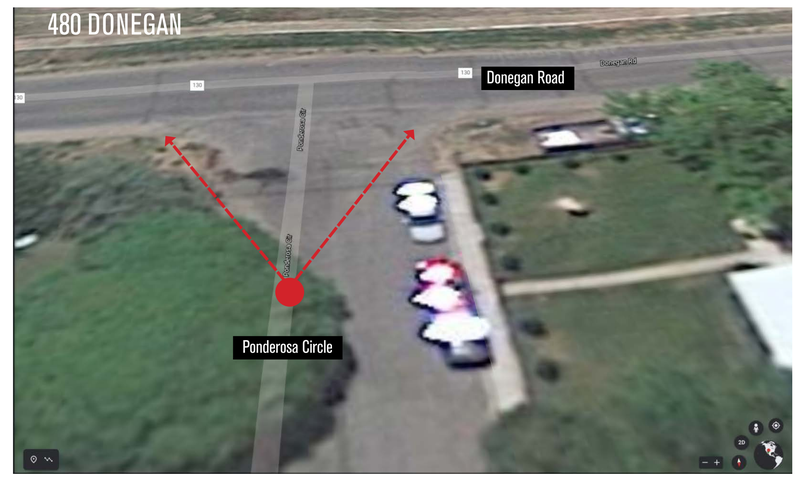
PROPOSED PONDEROSA CIRCLE VIEW

VIEW WITH LANDSCAPE



VIEW LOCATION PLAN
Not-to-Scale

NOT FOR CONSTRUCTION

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p. 513. 479. 4396

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GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision
	05/14/2021	Added Visual Simulation

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
VISUAL SIMULATION

A 2.6

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

May 20, 2021

Trent Hyatt, Senior Planner
City of Glenwood Springs
trent.hyatt@cogs.us

RE: 480 Donegan – Response to 04/27 P&Z requested items.
SE Job No. 30017

Trent,

This letter responds to the items requested from the April 27, 2021 Planning & Zoning commission meeting considering the 480 Donegan application. The requested items pertaining are listed below and the response follows the comments in **Bold** Font.

1. Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings

- **Refer to the Updated exhibits prepared by Hord Coplan Macht (HCM) transmitted separately**

2. Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.

- **Refer to the Updated exhibits prepared by HCM transmitted separately**
- **For reference screen shots of the Google Street view of the existing two story townhomes on Donegan west of Storm King are attached.**

6. Can and will serve letter from West Glenwood Sanitation District

- **The will serve letter is attached.**

9. Confirm any flood, mud slides and/or debris flow path routes on the property.

- **The site is on FEMA Firm panel 0800711043C. The entire panel was not printed as the area is in Flood Zone C, which is areas of minimal flooding, above the 500 year level. Drainage will be safely routed around structures and will be detained to the existing rate.**
- **Mud Slides and Debris Flows have been previously studied for the City of Glenwood Springs in a March 2003 Stormwater Assessment & Education Report prepared by Matrix Design Group. The report includes a summary of recorded debris flow events from 1903 to 2003. None of the described events occurred in this area of West Glenwood. The report states in section 10.6 "The hazard is most severe on the upper parts of the debris fans, but extends to lesser degrees to the lower fans". Given this report findings, the site is a low risk for mud slides or debris flow. Offsite storm water will be safely routed through the site, as will mud slides or debris flows if those occur.**

10. Traffic analysis should include impact of proposed development at Ami Acres.

(City staff clarified this request in a 05/18 meeting with 480 Donegan. Request the traffic analysis consider the proposed development west of Ami Acres.)

- **The traffic analysis does include the impact of the existing Ami Acres. The existing counts include the development already in place and future traffic volume growth and projections take into account any additional traffic volume to be created by that project.**
- **We are part of the development team on the parcel west of Ami Acres. A formal application has not been submitted to Garfield County, and the actual number of units has not been determined. It is not appropriate to guess what the offsite development will be and include that in the 480 Donegan traffic Study.**

11. Pedestrian safety through crossing at roundabout at Mel Ray.

- **The existing crosswalks are color concrete. White longitudinal lines should be added next to the colored concrete in order to comply with MUTCD standards. The applicant will coordinate with City Staff and CDOT to add the striping.**

12. Line of sight at both exits along Donegan and Storm King.

- **Preliminary line of sight analysis was completed during site design. Good sight triangles will be maintained at the existing Center Drive / Storm King intersection, and good sight triangles are proposed at the site intersection with Donegan. The roads are straight and the speed limit is 25 mph. An Intersection sight distance exhibit is attached. Further coordination with site and landscaping will occur as the design progresses.**

17. Related traffic impacts to Grand Avenue bridge/Highway 6 roundabout.

- **We obtained the scope (intersections to evaluate) from the City of Glenwood Springs staff when we began the project. It would not be typical or appropriate for a project of this size to evaluate that intersection being so far east of this proposed development.**
- **Per the 480 Donegan Traffic Analysis, there are 63 vph peak going east on Highway 6 east of Donegan Road. We do not have the existing traffic volumes (no recent actual counts that we are aware of for the Grand Avenue bridge/Highway 6 roundabout). But we do know that this roundabout has substantially more traffic trips than the Mel Ray / Highway 6 roundabout that we have traffic counts for. If all site traffic on Highway 6 goes through the roundabout, our rate of increase is assumed less than 2% at build out. We also know that some of those 63 trips will be to destinations before the roundabout including Deveraux Road and Linden Street. The 2% increase for sure would be considered incremental traffic volume growth at the Grand Avenue bridge/Highway 6 roundabout considering the years to get to full build out.**

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC

John Petaisto, PE
Project Manager

Yancy Nichol, PE
Principal

266 County Rd 130
Exit Street View
N
© 2021 Google
Google Earth
Report a problem
Imagery Date: 10/2012 39°33'55.71" N 107°22'02.96" W elev 5774 ft eye alt 5774 ft

240 County Rd 130
Exit Street View
© 2021 Google
Google Earth
Report a problem
39°33'55.22" N 107°22'04.21" W elev 5770 ft eye alt 5777 ft

West Glenwood Springs Sanitation District
51 Riverine Rd.
Glenwood Springs, CO 81601
970.618.5147 Billing | 970.945.6069 Plant
wgssanitation@gmail.com

Via email jpetaisto@sopriseng.com & ynichol@sopriseng.com

Sopris Engineering
Carbondale, CO 81623

Re: 840 Donegan Rd.
Can and Will Serve

Dear Jon and Yancy:

The District has the capacity in its wastewater treatment plant and can and will serve the above property with 360+ additional EQRs for 360 apartment units, a pool and a restaurant with a seating capacity of 100 with wastewater treatment service so long it is within the District subject to the following conditions:

1. The payment of all applicable tap fees (currently $6,000/EQR); and
2. Pursuant to the District's Rules and Regulations, an applicant for sewer service shall reimburse the District for all costs incurred by the District regarding the project, including, but not limited to legal and engineering review.

If you have any questions, please don't hesitate to contact me. Office hours are limited so email is the best way to contact me. Or please contact the Plant Superintendent, Josh Hamel, at 970.945.6069 or 970.274.7805.

Regards,

Kelly Mullane

Kelly Mullane, District Administrator

cc: Josh Hamel via email

GRAPHIC SCALE

0 30 60 120

(IN FEET)
1 inch = 60 ft.

INTERSECTION SIGHT DISTANCE NOTES:

1. **SIGHT TRIANGLES PER FEDERAL HIGHWAY ADMINISTRATION INTERSECTION SAFETY MANUAL**
   - 1.1. **SETBACK DISTANCE = 15'**
   - 1.2. **ISD = INTERSECTION SIGHT DISTANCE = 280 FEET FOR 25 MPH ROAD. NOTE STOPPING SIGHT DISTANCE = 155 FEET**

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

NO.	REVISION	BY	DATE

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

INTERSECTION SIGHT DISTANCE

EXHIBIT

DATE: 05/19/2021
JOB NO. 30017
SHEET 1 OF 1

G:\2020\30017\CIVIL\CIVIL DWGS\EXHIBITS\30017-INTER SIGHT DISTANCE.DWG - May 19, 2021 - 3:15pm

West Glenwood Springs Sanitation District
51 Riverine Rd.
Glenwood Springs, CO 81601
970.618.5147 Billing | 970.945.6069 Plant
wgssanitation@gmail.com

Via email jpetaisto@sopriseng.com & ynichol@sopriseng.com

Sopris Engineering
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Regards,

Kelly Mullane

Kelly Mullane, District Administrator

cc: Josh Hamel via email

MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
April 27, 2021
Zoom
6:00PM

APPROVED

1. **Roll Call**

Present at roll call were Commissioners:	Marco Dehm, Amber Wissing, Joy White, Pete Waller, Carolyn Cipperly
Absent at roll call were Commissioners:	Sumner Schachter, George Shaver, Ben West
Also present were:	Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser, City Engineer Terri Partch, Public Works Director Matt Langhorst, Fire Chief Gary Tillotson,

2. **Seating of Alternate Commissioner**
Commissioner Cipperly made a motion to seat Alternate Commissioner Waller. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. **Receipt of the Minutes**
Commissioner Waller made a motion to accept the minutes from the March 23, 2021 meeting. Commissioner Wissing seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

4. **Public Comments**
Comments from citizens appearing for items not on the agenda. No citizens presented.

5. Continued Items

a. Planning File 64-20*: Consideration of a Minor Site Architectural Plan to add five new dwelling units at 405 Laurel Street, a property with five existing units. (PIN #2185-091-00-008) Continued from March 23 & April 6, 2021 meeting.*

Assistant Community Director Gretchen Ricehill provided Commission with a short presentation on the item, continued from the March 23, 2021 meeting. Due to an error in creating the Zoom link, this item was not discussed at a scheduled meeting on April 6th and continued to April 27th.

Commissioner Waller had questions on the number of parking spaces provided. Waller also asked about the parking limits per lease for one-bedroom units. Applicant Romeo Baylosis provided more information on how the traffic generations counts were calculated.

Commissioner Cipperly had questions about the proposed sidewalk layout on the property. Applicant Romeo Baylosis provided more information on the design and layout of parking on the site.

Commissioner Dehm also had questions about the layout of parking on site, stating preference for adding another onsite parking space on the west side of the parking area. Applicant Romeo Baylosis explained that adding the extra space on the west could be possible.

Applicant Leah Mayer stated that the required change in design due to Code requirements for building transition would be difficult to achieve and that the likely result would be the loss of onsite parking.

Commissioner Waller asked about the status of the new designs and elevations. Applicant Leah Mayer stated that they had submitted new designs to the Community Development Department.

Ricehill provided more information on Code requirements for building transitions.

Commissioner White had questions about the differences in zoning and parking requirements. Staff explained the parking requirements for this property as compared to downtown.

Commissioner Dehm asked staff if additional public comment had been received. Staff confirmed that no additional comments had been received.

Commissioner Cipperly made a motion to continue the item to the next scheduled meeting citing concerns over revised designs and its effects on provided parking.

Commissioner Waller seconded the motion.

Commissioner Cipperly had questions on roof design and plate height.

APPROVED

Commissioner Waller had questions on the building transition requirements.

Commissioner Dehm expressed reluctance to further continue the item.

Commissioner Wissing expressed support to approve the item, acknowledging staff and applicant would continue to work on the design.

Commissioner White also expressed support to approve.

Commissioner Cipperly withdrew the motion to continue. Commissioner Waller withdrew the second.

Commissioner White made a motion to approve the item citing findings and conditions on page 9 and 10 of the staff report.

Commissioner Wissing seconded the motion.

Commissioner Waller proposed another parking space be added as a condition. Staff confirmed that this could be included in amended conditions.

Commissioner White amended the original motion to combine conditions C & D and amend them to add a parking spot to the existing 5 spaces. Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

b. Planning File 09-20*: Consideration of an annexation and the initial/rezoning OF 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN 2185-061-00-042) Continued from March 23, 2021 meeting.*

Commissioner West joined the meeting.

Senior Planner Trent Hyatt introduced the application, continued from the March 23rd, 2021 meeting. Hyatt indicated that the applicant had provided more information addressing feedback received at the March 23rd meeting. Hyatt also indicated additional public comment had been received.

Commissioner White requested staff to provide explanation about cost and benefits to annexation. Hyatt explained the process of annexation and how any future development on the site would have to go through the major site plan review process. Hyatt also explained potential development scenarios if the property remained in Garfield County.

Commissioner Waller had questions how the project related to the Comp Plan, particularly small town character. Waller also asked when and how the PUD regulations would be implemented.

Hyatt explained that the annexation would create a PUD as part of it becoming part of the City. Waller also expressed concern over timing of the traffic study. City Engineer Terri Partch explained that staff had confidence in the traffic counts, and stated applicant had taken traffic counts at multiple locations, including capturing school traffic. Commissioner Waller also asked about comments from Fire and Police Departments. Hyatt stated that no specific comments from Fire and Police were in the packet.

Commissioner White asked if there was a stipulation that proposed amenities in the design would be a part of the PUD. Hyatt explained that the design of any proposed development would be determined during the site review process following annexation.

Commissioner Dehm asked if a higher density were possible without a PUD. Hyatt explained the PUD was intended to give more flexibility in design and amenities. Dehm also asked about the open space requirement. Hyatt confirmed that the proposed development met code requirements for open space requirements. Hyatt also explained the PUD would be restricted to 360 units and that alternate densities under other zonings would require more analysis.

Commissioner Waller asked for more details on how this development would affect water demand. Public Works Director Matt Langhorst explained that this property had water rights to the Reynolds Ditch and that some of those water rights would be used for irrigation. Langhorst explained that this would reduce the amount of water consumed by the proposed development. Langhorst explained that the City would have capacity to serve the proposed development.

Commissioner Cipperly asked how the sprinkler system in this development could affect water capacity city wide. Langhorst explained that even prior to this proposal the City was looking at adding another water tank in North Glenwood to provide additional water capacity.

Applicant Barry Rosenberg provided the Commission with a presentation with responses to community concerns about growth, emergency evacuation, traffic, affordable housing, water, height, and overall infrastructure demands of the proposed project.

Applicant Curtis Rowe, Traffic Engineer with Kimley-Horn provided further explanation on the traffic study conducted for this proposal. Rowe stated that counts were conducted in March 2021 and summer of 2020. The second count was completed to incorporate school traffic. Rowe also explained that these traffic numbers were compared to previous counts and accounted for future re-development of the mall to create the traffic estimates. Rowe described proposed improvements to nearby streets and intersections.

Applicant Matthew Fitzsimmons, Architect with Hord Coplan Macht presented on the site design, included cross sections and elevations of the proposed development. Fitzsimmons explained how the grading of the site would affect perspective of the elevations as seen from the north.

Commissioner Wissing requested a recess. Commissioner Dehm called for a five minute recess.

Meeting resumed.

APPROVED

Commissioner Wissing asked staff how a PUD could be amended. Trent Hyatt explained a PUD would require approval by Planning & Zoning Commission and City Council.

Commissioner White asked the applicant if they had rent ranges for proposed units. White also asked if there had been proposed improvements to West Glenwood Fire Station. Applicant Barry Rosenberg explained that the goal for rents was to be $1200-1400 for studios. Fire Chief Gary Tillotson stated that there had been no direct conversation regarding this development and a possible new station in West Glenwood. Tillotson stated that the existing station was obsolete and undersized. Tillotson also stated they were working with Garfield County and CDOT to minimize traffic gridlock associated with wildfire events.

Commissioner West asked if any domestic water would be used for irrigation. Hyatt confirmed that irrigation would come from the Reynolds ditch and that the systems would be separate. West also asked if the traffic study had included the 6th Street roundabout. Applicant Curtis Rowe explained that roundabout was beyond the scale of the study in relation to the size of the proposed development. West also asked about the proposed road improvements.

Applicant Yancy Nichol, Sopris Engineering clarified that the streets would be widened to provide additional space for bicycle routes and parking.

Commissioner Waller asked how much would be added to the width of the road. Nichol confirmed the street would have 10-11' additional space for travel lanes, 8' for parking, and additional space for landscaping.

Commissioner West asked for more information on the full development of the mall in use for traffic study. Applicant Curtis Rowe explained this was calculated as if the mall were at full retail capacity. West also had questions on height and asked about height restrictions. Hyatt explained that some zones allowed for building heights of 60'. West also asked how this development could affect the water capacity to support future developments. Matt Langhorst provided further explanation regarding system improvement fees and how those are utilized.

Commissioner Cipperly had questions about the proposed road improvements. Hyatt explained the improved roads would likely be annexed with this property. Cipperly also asked about traffic counts at the Mel Ray roundabout. Applicant Curtis Rowe explained 80% of traffic in the study was assigned to the roundabout.

Commissioner Wissing had questions on the traffic study as well.

Commissioner Waller had questions about which fire evacuation measures the City would take in relation to this development and the development's role in those measures. Hyatt explained this process would be driven by the City rather than this individual developer. City Engineer also stated that the process would be City driven. Fire Chief Gary Tillotson also expressed hope that these plans would be in place before this potential development would be completed. Waller also asked about the transition from the single family north of Donegan to the proposed development and the height of the buildings. Applicant Matthew Fitzsimmons provided more information to Waller's questions.

APPROVED

Commissioner Wissing asked who the anticipated residents of the development would be. Applicant Barry Rosenberg explained that it could be comparable to Six Canyons and the Lofts, with residents coming from a variety of sources. Hyatt explained that in speaking to developers, recent developments have been filled by approximately 1/3 existing Glenwood residents, 1/3 local resident relocating to Glenwood, and 1/3 coming from elsewhere.

Commissioner White asked when the Bell-RIppy project would be completed. Hyatt confirmed Bell Rippy would have 100 units and was starting construction in June 2021. White asked if they had considered home ownership options within the development. Rosenberg explained that was not a traditional part of their company's management model but could be considered.

Commissioner Wissing asked if some of the amenities such as the park would be accessible to the public. Rosenberg explained amenities were typically only available to residents. Rosenberg stated they there were looking at working with Two Rivers School for a traffic management plan.

Commissioner Cipperly expressed concerns about how the proposed development would impede the view of the mountains from current Donegan residents. Cipperly requested a rendering made from ground level on Donegan Road.

Commissioner Dehm asked if this was the lowest density possible to make the project work. Applicant Barry Rosenberg explained that this project was designed at the lowest density to make the project feasible. Commissioner Dehm also asked if the developer had considered meeting the 20% resident restricted and 10% affordable restricted units. Rosenberg stated that the project was already providing the 10% affordable restricted units and could look into meeting the 20% resident restricted units.

Commissioner Dehm opened the item to public comment. Commissioner Dehm confirmed that public comments had been received and included in the packet for this item. Dehm requested that only members of the public that had not previously submitted comment present.

Mark Gibson, supported denial of the item, citing building height, traffic, and parking.

Todd Hurst, supported denial of the item, citing traffic, utility capacity, open space, lack of single family ownership options, among other concerns.

Joanne Stanley, supported denial of the item, citing wildfire concerns, management of site, density, affordability, and water concerns.

Sean Jeung, expressed concerns about lack of parkland, density, and size of development.

Anne Stephens, expressed concerns regarding the development citing
density, size of development, wildfire concerns, and traffic.

Michael Hoban supported denial of the item, citing incompatibility of the project with existing neighborhood, traffic, and wildfire concerns.

Carlene Clark, supported denial of the item citing wildfire concerns and traffic.

APPROVED

Commissioner Dehm closed the item to public comment.

Applicant Barry Rosenberg stated that the property would limit the number of vehicles per lease and regulate use of outdoor patio space. Rosenberg also commented on the housing study, parking, traffic, and local population growth.

Applicant Curtis Rowe, Kimley & Horn provided additional information on the traffic generation calculations. Rowe also provided information on the daily trips currently generated on nearby streets.

Applicant Barry Rosenberg also described how the proposed project seemed to match the vision for this area as described in the 2011 Comprehensive Plan.

Commissioner Cipperly asked for confirmation for the Planning Item. Commissioner Cipperly asked to continue the item based on findings and conditions of March 23rd staff report. Cipperly cited the need for more information.

Commissioner Waller seconded the motion.

Commissioner Cipperly requested the developer provide more information on the project such as: developer provide heights to peaks of rooves and tops of parapets, rendering perspective from Donegan including Red Mountain, verification that the Reynolds Ditch runs and that no municipal water will be used for irrigation, fire protection details, can-and-will serve letter from West Glenwood Sanitation District, completed wildfire and evacuation plan, formal agreement with emergency services for evacuation routes, flood and mudslide debris flow routes, traffic study, pedestrian safety at Mel Ray, and dedication of parkland instead of fee-in lieu fees for parks.

Commissioner Waller also stated would like to see there be potential home ownership opportunities in this development.

Commissioner Wissing requested more information on the potential partnership with Two Rivers School and potential traffic effects.

Commissioner Waller had questions on density of the project and if this project could be lower density.

Commissioner Dehm expressed concerns over the need for an evacuation plan for the area as well as fire protection. Dehm also discussed the Housing Commission recommendations on page 138 and 139 of the staff report. Dehm also expressed the desire to see another connection to Highway 6. Dehm also asked the applicant how long the applicant would need to continue the meeting.

APPROVED

In total, Planning and Zoning Commission made the following requests of the applicant:

1) Provide proposed maximum heights of all buildings to the peaks of sloped roof and tops of parapets of all buildings.
2) Perspectives from points of view homes along Donegan Road with heights of proposed buildings with an overlay of Red Mountain depicting impacts of view.
3) Verification that Reynolds Cain ditch runs the full irrigation season confirming the lack of need for City water.
4) City water availability meets all firefighting needs.
5) City fire services/equipment can be provided for the density and building heights proposed and/or where they are lacking.
6) Can and will serve letter from West Glenwood Sanitation District.
7) Completed wildfire assessment and evacuation plan (similar to plan completed South Bridge/Four Mile)
8) Formal agreement from emergency services related to evacuation routes and developer financial contribution.
9) Confirm any flood, mud slides, and/or debris flow path routes on the property.
10) Traffic analysis should include impact of proposed development at Amy's Acres
11) Pedestrian safety through crossing at roundabout a Mel Ray.
12) Line of sight at both exits along Donegan and Storm King.
13) Further consideration of park land dedication as opposed to fee in lieu.
14) Potential for future condominium units such as townhomes.
15) Financial feasibility of project compared to the density proposed and related infrastructure costs balance.
16) More information regarding partnership with Two Rivers Community School.
17) Grand Avenue bridge roundabout impacts
18) Understanding of apartment units approved in the City to date since the housing study.
19) Vehicle access through the mall site
20) Housing Commission recommendations met.

Commissioner Cipperly amended the original motion to continue the item to the next scheduled regular meeting at the end of May.

Commissioner Waller amended the previous second.

Commissioner Dehm called the item to question to continue the item.

Motion passed unanimously.

6. New Items

a. Planning File 08-21*: Consideration of an amendment to a Development Agreement for a Minor Site/Architectural Plan review for Caverns Village*

Assistant Community Development Director Gretchen Ricehill provided the Commission with a presentation on the proposed project. Ricehill explained that the amendment was to convert 4 of the units in the building into hotel units.

APPROVED

Ricehill stated that staff recommended approval of the item citing finding and conditions on page 3 & 4 of the staff report.

Commissioner Waller asked for clarification on the differences in lodging as defined by Code. Staff provided more information on the differences between hotels and short-term rentals as defined by Code.

Commissioner Cipperly asked a question on the language of the original Development Agreement and the language on the four free market units.

Commissioner Dehm asked staff for more information on the Resort Zoning District.

Applicant Steve Beckley, Iron Mountain Hot Springs briefly discussed the project and how this request to amend the Development Agreement was developed.

Commissioner Dehm opened the item to public comment.

No members of the public presented.

Commissioner Dehm closed the item.

Commissioner Waller made a motion to approve the item citing finding and conditions on page 3 and 4 of the staff report.

Commissioner Wissing seconded the motion.

Community Development Director Jenn Ooton and City Attorney Karl Hanlon mentioned that Planning & Zoning Commission has been taking two meetings to decide on items.

Commissioner Waller amended the original motion to continue to the May 10th special meeting.

Commissioner Wissing amended the second.

Commissioner Dehm called the item to question.

Motion passed unanimously.

7. Commissioner Comments

Commissioners thanked staff and applicants for their time.

8. Director Comments

Director Jenn Ooton reminded the Commission of an upcoming CDOT meeting.

Ricehill also provided the Commission on an update for the next month's regular meeting.

APPROVED

9. Adjournment

Meeting was adjourned at 10:08 PM.

APPROVED

Planning and Zoning Commission Report

Date: May 25, 2021
To: Planning and Zoning Commission
From: Trent Hyatt, Senior Planner
Subject: 09-20 Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042). Continued from the March 23, 2021 meeting.

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEMS

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

BACKGROUND

The Planning and Zoning Commission (Commission) first considered the proposal at the March 23, 2021 regular meeting where public comment was taken. Said meeting was continued to the next regular meeting on April 27, 2021. The March 23, 2021 Commission staff report and all previously provided application materials are again attached.

Various issues and concerns regarding the proposal were raised at the March 23 meeting by both the Commission and members of the public in attendance. However, questions or comments regarding fire/emergency evacuation, existing condition of Mel Ray Road and lack of pedestrian amenities, and proposed building heights were raised by numerous Commissioners and/or public commenters. Since the previous meeting, the applicant has consulted with the City and/or provided additional information intended to address these matters.

Emergency evacuation of Glenwood residents and visitors as well as those traveling through to/from surrounding communities is an existing regional issue for which better understanding of traffic management is needed. The City does not believe the current proposal will necessarily have a negative impact on this existing problem. However, the applicant is willing to help the City work with regional partners (i.e. CDOT,

Colorado State Patrol, and local and regional emergency service providers) to develop a plan to better manage future evacuations by way of a financial contribution and/or the expertise of their traffic consulting engineer. That being said, staff believes a regional solution led by the City is the best way to develop a mitigation plan.

Many were concerned the existing condition of Mel Ray Road is not adequate to accommodate any increase in traffic related to the development proposal. Additionally, no pedestrian amenities current exist along said road. To combat this, the applicant proposes improvements addressing these issues as depicted in the attached drawing.

Understanding the height of various proposed site buildings also seemed difficult for some during the last meeting. Attached you will find cross sections depicting various buildings heights and the grade change north to south across the site from both Donegan and Storm King Roads.

Additional public comments have also been received since the March 23 meeting. These include comments from the City's Housing Commission and are attached for your consideration.

PROJECT SUMMARY

Please see the attached March 23, 2021 staff report for additional information.

REVIEW CRITERIA AND STAFF ANALYSIS

Please see the attached March 23, 2021 staff report for additional information.

REVIEWING AGENCY COMMENTS

Please see the attached March 23, 2021 staff report for additional information.

ACTION ITEMS & STAFF RECOMMENDATIONS

Please see the attached March 23, 2021 staff report for additional information.

Suggested Findings:

Please see the attached March 23, 2021 staff report for additional information.

Memorandum

To: Planning and Zoning Commission, City Council
From: Glenwood Springs Housing Commission
Date: April 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

The Housing Commission reviewed Planning Item 09-20 at their regularly scheduled meeting on April 14, 2021. Commissioners voted to provide the following recommendation to Planning and Zoning Commission and City Council for review and consideration.

The Glenwood Springs Strategic Housing Plan includes specific strategies aimed at keeping up with housing needs as growth occurs in the community. An annexation policy that provides community housing standards is the seventh identified strategy in the document.

The Plan identifies the following actions as recommended regarding new annexation policy:

- *Communities often require higher standards from developments in trade for providing the added amenities of city services through annexation.*

- *The number of affordable units required should be higher than if imposed under Inclusionary Zoning and linkage requirements for in-town parcels.*

Annexations are the best opportunity for the city to maximize its affordable housing percentage of overall newly created housing, because annexation agreements enable the City to achieve by contract negotiation what it cannot achieve by legislation. Given the large size and geographic importance of the project the Housing Commission agrees with the above recommendations in the Housing Plan and has provided the following recommendation for the proposed annexation.

Staff has recommended that the developer meet the minimum standards as outlined in Ordinance 1, Series of 2021, Inclusionary Housing, with 20% of total units designated for Resident Occupied, and 10% of total units designated affordable to 100% AMI rental prices as set by Colorado Housing and Finance Authority.

The Housing Commission is recommending the developer provide additional measures, as recommended in the Housing Strategy Plan, by providing one of the following:

1. Provide up to an additional 10% of deed restricted units limited to rental prices affordable to 100% AMI households.
    a. If providing less than 10%, affordability shall be set to less than 100% AMI proportionate to percent of units being provided.
    b. Units shall be equally distributed amongst unit types provided.
    c. Additional units provided beyond Inclusionary housing requirements shall not be held to geographic employment requirements.
    d. Unit locations may “float” within the development as long as the number of units is maintained.
2. Increase the affordability level of the 10% deed restricted units requested by staff to comply with the Inclusionary Housing Ordinance, to average 90% AMI.
    a. units shall be equally distributed amongst unit types provided.

In addition Planning and Zoning Commission and City Council should consider requiring a payment (annual or lump sum up front) to the City for the management of compliance and enforcement of deed restricted units.

Matthew Langhorst DPW
(970) 384-6438 (o)

CITY OF GLENWOOD SPRINGS PUBLIC WORKS

101 West 8th Street
Glenwood Springs, CO 81601

April 23th, 2021

Planning File: 09-20
Address: 480 Donegan Road, Glenwood Springs, CO 81601

RE: Water Capacity of West Glenwood Springs

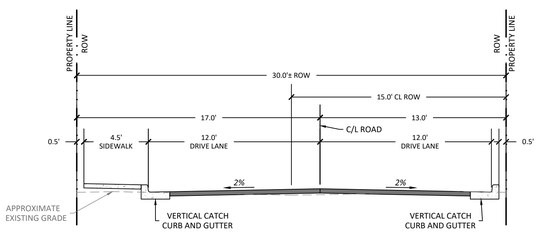
The City of Glenwood Springs Water Department is currently completing a full water modeling of the City System, capacity of the system, pressure zones and overall ability to supply domestic/irrigation water to the existing and proposed developments within the service area. Staff's conversations with the modelling company and known capacities within the West Glenwood zone conclude that the City's has ability across the water system to support the 360 units being proposed at 480 Donegan Road. The development is planning to provide their own irritation water for landscaping and green areas off their Reynold's and Cain ditch rights. This will significantly reduce their water consumption on the property. The City sees between a 3 and 4 fold increase in water usage during the summer months and a majority of that water usage increase is irrigation water. This development will be providing its own, reliable, irrigation water source.

Current Plant and System Capacities:

- City water plant capacity is rated at 8.65 million gallons per day.
- Recent updates to the plant's pretreatment building and filter building allow for that capacity, and slightly more, water to be pushed through the plant reliably.
- Standard City water usage during winter months is approximately 1 million gallons per day (indoor use mainly).
- Standard City water usage in the summer is approximately 3.6 to 4.2 million gallons per day (significant outdoor use).
- The City placed water restrictions on the system in 2020 not due to water availability, but due to intake structures being threatened by the Grizzly Creek Fire, the city moving toward the emergency water intake for a duration of time, and the need to keep water tanks as full as possible in case of the need for major fire suppression efforts within the City's limits.
- City water rights allow for up to approximately 13 million gallons per day to be processed.
- The City is in the process of upgrading the emergency intake so that it can be used on a daily basis if needed in conjunction with the two creek intakes to add another 500-acre feet of water per year to be utilized within the water system.

Staff will continue to monitor/review all new developments coming onto the system with our updated water model and will make case by case determinations on these developments and their impacts to our system.

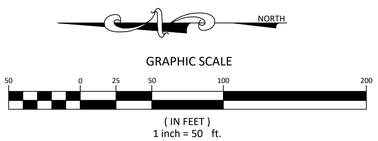
Thank you,
Matthew Langhorst
City of Glenwood Springs, Director of Public Works



PROPOSED MEL RAY ROAD STREET SECTION

(OPTION 4)

LOOKING NORTH
N.T.S.



811
Know what's **below.**
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	LRJ	00/00/00
DRAWN BY	LRJ	00/00/00
CHECKED BY	YTN	00/00/00
DATE:	04-08-21	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

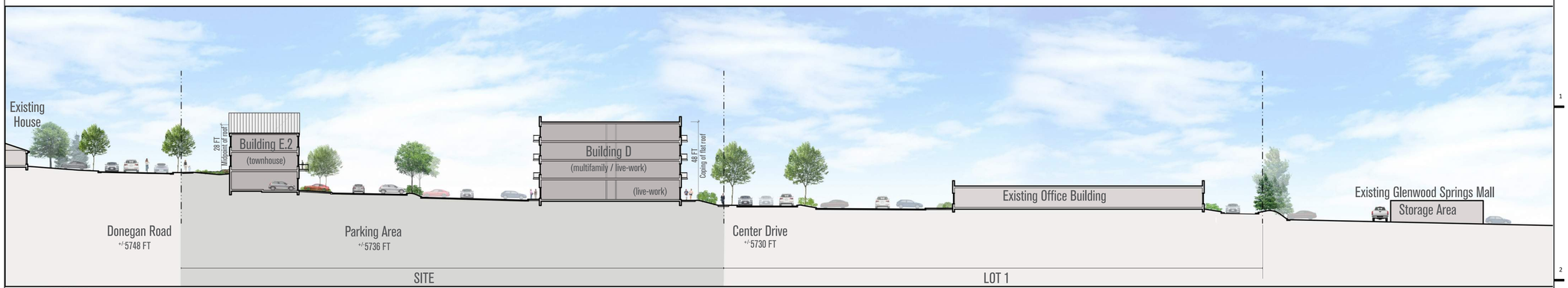
EXHIBIT

DATE	REVISION

TITLE
MEL RAY ROAD OFFSITE IMPROVEMENTS

DRAWING NO.
EXHIBIT

G:\2020\30017\CIVIL\CIVIL DWGS\EXHIBITS\30017-MEL RAY ROAD.DWG - Apr 08, 2021 - 1:02pm



SECTION AA
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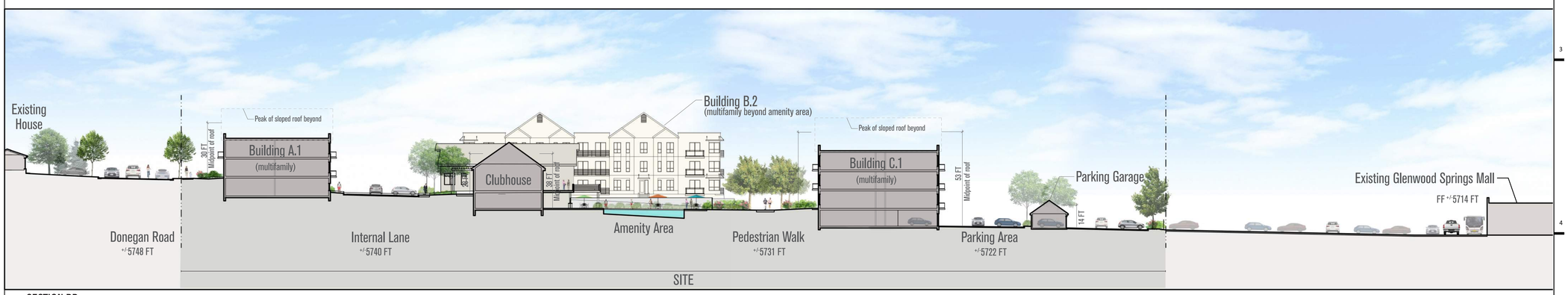

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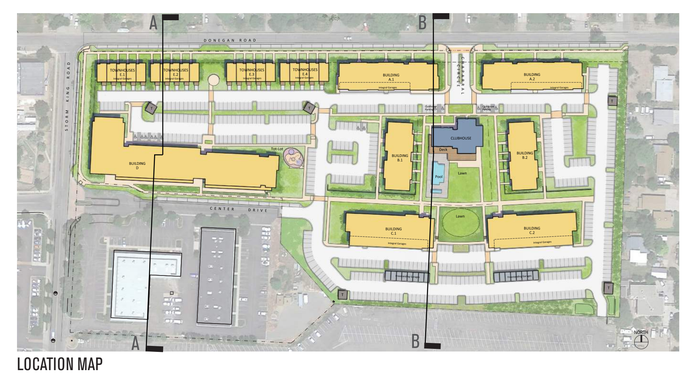


LOCATION MAP
NTS

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision
	04/21/2021	Supplemental Site Section Exhibits

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
SITE SECTION

LA4.1

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

MINUTES
City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
March 23, 2021
Zoom
6:00PM

1. **Roll Call**

Present at roll call were Commissioners:	George Shaver, Marco Dehm, Carolyn Cipperly, Ben West, Pete Waller, Sumner Schachter, Amber Wissing
Absent at roll call were Commissioners:	Joy White
Also present were:	Asst. City Manager Jenn Ooton, Asst. Community/Economic Dev. Director Gretchen Ricehill, Senior Planner Trent Hyatt, City Attorney Karl Hanlon, Assistant City Engineer Jessica Bowser

2. **Seating of Alternate Commissioner**
Commissioner Shaver made a motion to seat Alternate Commissioner Waller. Commissioner Cipperly seconded the motion. Commissioner Dehm called the item to question.

Motion passed unanimously.

3. **Receipt of the Minutes**
Commissioners Wissing, Shaver, and Waller all attested they had viewed the recording for the previous meeting and were prepared to discuss the continued items.

Commission reviewed the minutes from the 2/23/2021 meeting.

Commissioner Schachter made a motion to approve the minutes. Commissioner Shaver seconded the motion.

Motion passed unanimously.

4. Public Comments

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

5. Continued Items

a. Planning File 40-20*: Consideration of a Special Use Permit to operate a Large Child Care Center at 536 S. Hyland Park Drive, a property in the RM1-residential medium density zoning district (PIN 2185-161-30-002 & 2185-161-21-006) Application withdrawn.*

b. Planning File 69-20*: Consideration of a Special Use Permit for a Retail Marijuana establishment at 2114 Grand Avenue (PIN 2185-164-00-095)*

Senior Planner Trent Hyatt introduced the application, continued from the February 23, 2021 meeting. Hyatt indicated that since the previous meeting, three letters of support were received by staff for the application. Hyatt also summarized the additional items which Planning & Zoning Commission requested of the applicant.

Applicant Chris Hawkins provided a short commentary on the additional items submitted and response to public comments.

Commissioner Waller asked for more detail on access to the site from Grand Avenue. Trent Hyatt explained that additional design to that access would occur in the future in collaboration with CDOT.

Commissioner Cipperly asked about the timing of the application in relation to the new buffers.

Commissioner Shaver asked if the neighboring property owner had agreed to the access agreement, which was confirmed by staff and the applicant.

Commissioner Schachter asked if traffic flow could be restricted into the property such as prohibiting left hand turns. Staff explained the City of Glenwood Springs did not have the authority to require the project to restrict traffic flow in a CDOT right-of-way. Schachter also asked staff to confirm that this application was being heard due to a City Council decision to allow the applicant to re-apply following Planning & Zoning Commission denial of a previous application by the applicant. Staff confirmed that City Council had voted to allow resubmittal of the application.

Commissioner Waller asked if the HVAC system for the store was separate from the residential uses. Applicant Chris Hawkins confirmed that there were 2 separate HVAC units for the different uses.

Commissioner Dehm indicated that there would be no further public comment as there had been a public comment period at the first meeting and the period afterwards.

Commissioner Cipperly made a motion to approve the application with the findings and conditions as listed on page 1 & 2 of the revised March 23rd staff report.

Commissioner Shaver seconded the motion.

Commissioner Dehm expressed concerns over the mixed use of the project, citing incompatibility between residential use and retail marijuana use.

Commissioner Dehm called the item to question.

Motion passed 4-1. Commissioners Shaver, Schachter, Wissing, and Waller voted to approve. Commissioner Dehm voted to deny. Commissioner West abstained from voting, citing absence at previous meeting.

c. Planning File 66-20*: Consideration of various code text amendments to Municipal Code Title 070 Sections including but not exclusive of Sections 070.030, 070.040, 070.060, and 070.070 regarding Use Regulations; Accessory Uses; Landscaping, Screening, and Fencing; Off-street Parking; Signs; Administration and Procedures; and Rules of Construction and Definitions. Continued from February 23, 2021*

Assistant Community Development Director Ricehill provided a short presentation on the item. Ricehill explained that this item had been continued from previous meetings, going back to its original discussion at the December 2020 Planning & Zoning Commission meeting. Ricehill recommended approval of the amendments with all findings and conditions found on pages 1-26 of the staff report.

Commissioner Dehm has additional questions on the amendment for downtown wall signage. Ricehill stated that item could be split from the other items for further review.

Commissioner Schachter had questions on the size limit of location and extent review. Schachter also asked if there was a height limit on the storage containers. Schachter also asked for additional details on the maximum size of a commercial use in the Residential Transition (RT) Zoning District.

Commissioner Shaver expressed support for a height limit for the temporary storage containers. Shaver also asked for additional information on the solar panel amendments.

Commissioner Schachter made a motion to approve the amendments as presented and modified by staff including suggested verbiage from Commissioner Shaver on item 10 and placing a height limit of 10’ on temporary storage containers on item 5.

Commissioner Wissing seconded the motion.

Commissioner Shaver suggested the maximum time following an event for a temporary sign would be 15 days rather than 45 days.

Commissioner Wissing asked for more clarification on the timeline suggested by Shaver. Staff provided additional information on the sign code’s definition of temporary signs.

Commissioner Schachter made a motion to amend the original motion to include the change proposed by Commissioner Shaver to limit the timeline of a temporary sign to 15 days following an event.

Commissioner Wissing seconded the amended motion.

Commissioner Dehm asked to confirm if item 17, which contained language on wall signage in the downtown area, was included in this motion. City Attorney Karl Hanlon confirmed that is was.

Commissioner Cipperly stated support for item 17. Cipperly also expressed some concern with the 5,000 square foot limit of location and extent review.

Commissioner Shaver asked if any of the recent City projects exceeded 5,000 square feet. Staff explained majority of recent City projects were larger than 5,000 square feet.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner Waller abstained citing absence at previous discussion of the item.

6. New Items

a. Planning File 09-20*: Consideration of an Annexation and the initial zoning/rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN 2185-061-00-042)*

Senior Planner Trent Hyatt provided a presentation to Commission on the application. Hyatt summarized the application including information on the annexation process as it related to City requirements and State of Colorado law. Staff recommended approval with findings and conditions listed on pages 15-16 of the submitted staff report.

Commissioner Shaver had questions on slope of the property and view of the proposed development from Storm King Road.

Commissioner Schachter had questions on the ability of Planning & Zoning to place conditions on the annexation, process of annexation, PUD process, location of City/County boundary, current County zoning regulations, traffic, long term costs of annexation to the City, owner-occupied housing, stormwater drainage, and road improvements.

City Engineer Terri Partch provided information on the traffic study, fire study, and stormwater drainage.

City Attorney Karl Hanlon stated that a potential fire study would be a large study area that maya or may not relate to the size of this development.

Hyatt confirmed that the units added would be rentals and the maximum height of buildings would be 53'. Hyatt also provided additional information on the process of annexation as well as on the major site plan review that this project would require.

Karl Hanlon provided additional information on the potential cost benefit of annexation to a community and its effects on police, fire, utilities, and other city services.

Commissioner Schachter had additional questions on road maintenance of Donegan, building height, and opens space requirements. Staff provided more information on these items.

Commissioner Waller had questions on traffic, the City taking over County roads, water and sewer capacity, drainage and slope of site, and the PUD parcel intended for a restaurant.

Karl Hanlon provided additional information on sewer and water capacity for the City and stated that this area was served by West Glenwood for sewer. Hyatt provided additional information on the roads and PUD parcels.

Commissioner Dehm asked staff for additional information on the traffic generated for this potential project as detailed in the traffic study.

Commissioner Cipperly had questions on the potential for PUD amendments if there were changes to what was being proposed. Cipperly also asked if the open space would be available to only residents or to the general public.

Haley Carmer, Attorney at Garfield & Hecht, representing the applicant provided the Commission with an overview of the proposed project and application.

Applicants, John & Floyd Diemoz representing the Glenwood Partnership, current owners of the property, provided a short presentation on the proposed project and application for annexation.

Applicant Barry Rosenberg, representing R2 Partnerships provided a short presentation on the proposed project and application for annexation.

Applicant Matthew Fitzimmons and other representatives from HCN, a planning and design firm, provided a short presentation on the proposed project and application for annexation.

Applicant Yancy Nichol from Sopris Engineering provided a short presentation on the traffic and physical site design of the application.

Commissioner Schachter had questions for the applicants if deeded homes could be incorporated in the project, citing a lack of home ownership opportunities. Applicant Barry Rosenberg explained that the project was designed with a focus on long term management of rental properties.

Commissioner Shaver had questions on fence locations, building elevations, drainage design, and effect of the proposed development on the existing Montessori school.

Commissioner Waller had questions on the setbacks on Donegan, building elevations, physical characteristics of the site, open space requirements, bike path, traffic study,

Commissioner Cipperly had questions on roof heights, parking, traffic circulation, pedestrian connections,

Commissioner Dehm had questions on the gated connection to the south the Glenwood Springs mall property. Applicant Yancy Nichol stated that the gate was there to create a clear connection and circulation to the property. Nichol also explained that future redevelopment of the mall could affect this connection.

At 9:19 PM, Commissioner Dehm called a five minute recess.

At 9:24 PM, Commissioner Dehm called the meeting back to order.

Commissioner Dehm opened the item to public comment.

Jenn Zwickl supported denial citing fire evacuation concerns, traffic, and infrastructure concerns.

Lisa Orosz supported denial citing fire evacuation concerns, traffic, parking, police response times

Carlos Pinay supported denial citing traffic concerns especially in regard to school-generated traffic, as well as increases in infrastructure and service demands to schools, hospitals, police, and fire.

Lorie Raymond supported denial citing traffic, fire evacuation concerns, and increased density in West Glenwood.

Linda Holloway supported denial citing lack of perceived benefits of annexation to the City, parking, and traffic.

Rose Shepard supported denial citing fire evacuation concerns, traffic, infrastructure demands, and building heights.

Susie Strauss supported denial citing fire evacuation concerns, traffic, and increased infrastructure demands.

Don Bassett supported denial citing fire evacuation concerns, traffic and school traffic, and increased density.

Michael Hoban supported denial citing increased density, traffic, and incompatibility with the neighborhood.

Joanne Kesselring supported denial citing fire evacuation concerns, increased density, traffic, building height, increased infrastructure demands, and incompatibility with the neighborhood.

Thomas Clark supported denial citing traffic and capacity of existing roads.

Annie Stephens supported denial citing fire evacuation concerns and need for a wildfire evacuation study, scale of development, parking, building height, and traffic.

Todd Hurst commented that any development of this parcel should reflect the wants and needs of the community.

Sherri Tonozzi supported denial citing concerns over increased noise impacts and light pollution.

Karleen Clark supported denial citing concerns over fire evacuation and expressed need for a new fire evacuation study. Karleen also cited concerns over traffic and increased density.

Carlos Penay expressed additional concerns regarding wildfire evacuation.

Larry Raymond, supported denial citing concerns over fire evacuation and need for an evacuation plan and incompatibility with existing neighborhood.

Jennie Bassett supported denial citing fire evacuation concerns, increased traffic, and need for additional traffic study.

Jenn Zwickl commented a second time in support of denial citing fire evacuation concerns, traffic, and building heights.

Michael Hoban commented a second time, in support of denial and expressing desire for further public comment.

Commissioner Dehm closed the item to public comment.

Commissioner Schachter made a motion to continue the item to the next regularly scheduled Planning & Zoning Commission meeting.

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed unanimously.

b. Planning File 64-20*: Consideration of a Minor Site Architectural Plan to add five new dwelling at 405 Laurel Street, a property with five existing units (PIN#2185-091-00-008)*

Commissioner West recused himself and left the meeting.

Assistant Community Development Director Gretchen Ricehill provided Planning & Zoning Commission with a presentation on the application. Ricehill recommended approval of the application with findings and conditions found in the staff report.

Commissioner Waller had questions on parking and design standards of the project.

Commissioner Cipperly asked staff to confirm the provided parking.

Commissioner Schachter asked staff about the Laurel Street sidewalk. Ricehill confirmed the applicant would be required to install a 5' sidewalk. Schachter also asked what would happen if the natural screening died and Ricehill explained that not maintaining the screening would be a violation of the original development agreement.

Applicant Leah Meyer provided the Commission with additional information in response to their questions. Meyer confirmed that two large trees would be kept on the property and that the colors of the development was intended to match the existing structures.

Commissioner Dehm opened the item to public comment.

Linda Holloway supported denial of the application citing concerns over parking and traffic.

Commissioner Dehm closed the item to public comment.

Commissioner Waller made a motion to continue this item to the April 6th meeting

Commissioner Shaver seconded the motion.

Commissioner Dehm called the item to question.

Motion passed 6-0. Commissioner West had been removed from the meeting.

7. Commissioner Comments

Commission Schachter mentioned that he would not be present at April 6th meeting.

8. Director Comments

Director Jenn Ooton had no comments.

9. Adjournment

Meeting was adjourned at 10:46 PM.

Planning and Zoning Commission Report

Date: March 23, 2021
To: Planning and Zoning Commission
From: Trent L. Hyatt, Senior Planner
Subject: #69-20 – 480 Donegan Annexation and Initial Zoning/Rezoning

REQUEST	Consideration of an Annexation and the initial zoning/Rezoning of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042)
APPLICANT	214 Center Drive, LLC
OWNER	Glenwood Partnership, LLLP
LOCATION	214 Center Drive (PIN: 2185-061-00-042)
ZONE	Garfield County Commercial/Limited
SURROUNDING LAND USES	North: Single-family residential South: Mixed commercial East: Institutional/automotive sales and repair West: Single-family residential
LOT SIZE	Approximately 15.818 acres

ACTION ITEM:

The Planning and Zoning Commission (Commission) is the recommending body to City Council on all annexation and related initial zoning/rezoning applications. Action items are discussed in significant detail throughout the staff report.

Action 1 - <u>Annexation</u> – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

<u>Staff recommendation</u>: *Staff recommends **approval (with conditions)** of the Annexation request with the findings and conditions on page 15.*

Action 2 - <u>Initial Zoning/Rezoning</u> – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

<u>Staff recommendation</u>: *Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions on pages 15-16.*

BACKGROUND/ANALYSIS

Proposal

The applicant, 214 Center Drive, LLC, proposes the annexation of a 15.818 acre parcel located in unincorporated Garfield County in west Glenwood Springs but outside of the municipal limits of the City. The subject property is located immediately north of the Glenwood Mall and bound by

Donegan Road and the Western Hills Subdivision to the north. Two Rivers Community School and Glenwood Subaru are adjacent to the west opposite of Storm Kind Road. Single-family homes fronting Mel Ray Road are adjacent to the east. A location/vicinity map of the site is provided below which depicts the current City limits in a yellow dashed line.

Vicinity map

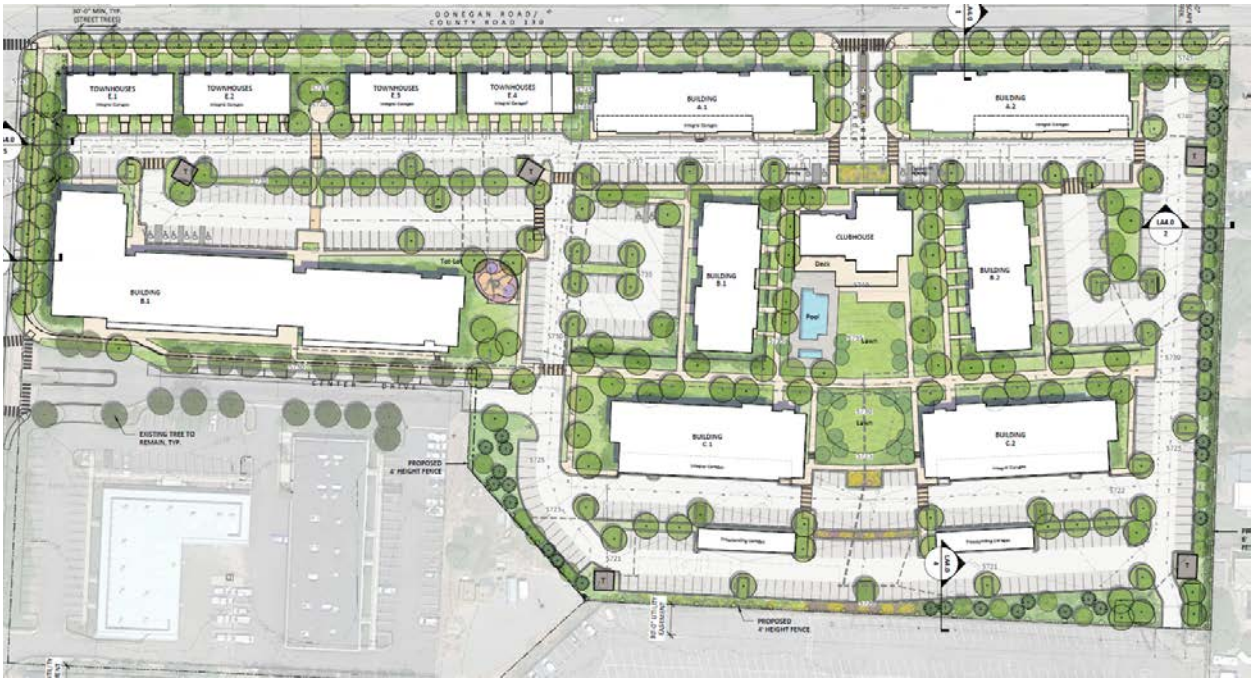
A large portion of the subject property (pictured below) appears vacant but is used for storage and the grazing of animals in warmer months of the year.

Southeast view from Ponderosa Circle (Google Maps)

A business park consisting of two approximately 14,000 square foot buildings constructed in 1981 and 2006 occupies 22.3 percent of the south-westernmost corner of the parcel adjacent to Storm King Road. Referred to as The Glenwood Business Center, the area contains a daycare/school, office space, contractor yards, and storage/warehousing uses. No changes to this portion of site (pictured below) are proposed or anticipated in the immediate future.

Northeast view (Google Maps)

A planned development is proposed for the remaining 12.285 acres of the site including the construction of 360 mixed residential to include one, two, and three-bedroom multi-family apartments, townhomes, and live-work studio units in eight total buildings. A portion of various housing types to be set aside for rent restricted limits based on area median income. Other significant aspects of the project include a 2,000 square foot restaurant (open to the public), 10,000 square foot clubhouse and other park spaces for tenants.



Site layout and landscaping per Sheet LA3.0

Please note, the current proposal is not a request for a development approval. Instead, it is intended to explain proposed zone district standards (height, setbacks, densities, and use) site layout, circulation, building design (general architectural style, massing), landscaping, and identify the necessary infrastructure improvements (water/sewer/electric quantities and utility upgrades, bicycle/pedestrian connections, and traffic improvements) required to serve such a proposal this scope. Any specific not addressed in application materials will be generally subject to the Glenwood Springs Municipal Code (Code). If the annexation/rezoning is approved by Council, the applicant is still required to submit and receive approval of a Major Site/Architectural Plan Review application, and other applicable permits, prior to construction.

Annexation Process

In most cases, the annexation of a property adjacent to a city's municipal limits is a voluntary process requested by a property owner. With sufficient contiguity, a property owner may petition City Council for inclusion into the City. Such a petition begins a series of analyses by the City to determine the impacts of an annexation, including both the positive benefits and potential negative impacts. Public input is solicited through the process as well. To mitigate impacts and to incentivize the annexation, both parties negotiate certain terms that are reflected in an annexation agreement. Many municipalities, including ours, require annexation as means of obtaining various services necessary to serve a development proposal (water and electric are needed in this circumstance).

The annexation process is codified in the Colorado Revised Statutes (CRS 31-12-107) and in Section 070.060.040(d) of the Code. To meet statutory qualifications, at least 1/6th of the annexing parcel's perimeter must be contiguous with existing city limits. In this case, approximately 2/6th of the parcel perimeter is contiguous with the existing city limits (see vicinity map above and attached draft annexation map for contiguous boundaries). City Council must pass a resolution determining an annexation request is in substantial compliance with CRS. Thereafter, a series of public notices and hearings are required. Staff has chosen to solicit the review and comments of the Commission regarding the proposal prior to moving forward with required City Council statutory annexation proceedings.

Annexation Review Criteria

Section 070.060.040(d)3.b of the Code guides the Commission to ensure the following: "***The final annexation plan shall conform to applicable state statutes, shall be consistent with the Comprehensive Plan, and shall include all information required by the City to evaluate whether and to what extent the annexation impacts the city and the public health, safety, and welfare of the city.***" The Commission should base its recommendation on the anticipated impacts upon the City and surrounding neighborhood including consideration of traffic, open space, active recreational facilities, infrastructure capacity and the compatibility of the proposed development with the City's goals and policies as adopted by ordinance or resolution. Below is a discussion regarding potential impacts staff feels are applicable to the request and an analysis of how this project meets objectives expressed in various City plans and policies.

<u>Roads and Traffic</u>

Traffic generation is always an important development consideration. According to the attached *Traffic Impact Study* completed by Kimley Horn, the project is expected to create 2,188 weekday daily trips (144 AM peak hour trips, 177 PM peak hour trips of these trip). Just as important as total trip generation is the distribution of these trips at access points and various roads in the neighborhood and adjacent areas.

Donegan Road, opposite Chapparal Circle, is anticipated to serve as the main full movement access to the development. An acceleration lane is needed here to accommodate traffic exiting right from the development. Full movement access to the western end of the site currently exists via Storm King Road opposite Center Drive and serves the existing business park. A four-way stop is required for the increase in use of this intersection. Finally, acceleration lanes are proposed eastbound left and westbound right turn Highway 6 and 24 from Donegan Road to accommodate anticipated traffic. Typical road cross sections and/or improvement areas are depicted below and on various attached plan sheets. It is the City's expectation the County will require a transfer of

ownership of applicable road right-of-way sections in order to make the identified improvements determined necessary for the project.

Donegan Road and Highway 6 and 24 intersection improvements

Housing and Affordability

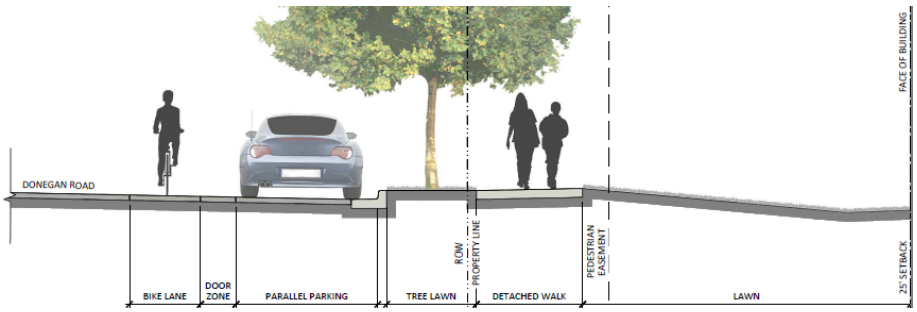
A total of 360 dwelling units are outlined in the PUD offering a mix of housing types and densities including townhomes (20 units in four buildings along Donegan Road), multi-family apartments (327 units in buildings A.1 and A.2 B.1, B.2, C.1, C.2 and D), and 13 live/work units in building D adjacent to Center Drive). At 29.30 dwellings units per acre, the proposed density is not unique compared to recent multi-family housing development trends in the City (averaging 51.06 per acre the last over seven multi-family projects).

One notable aspect of the housing proposal, however, is the inclusion of affordable options in each housing type provided, excluding live/work. Currently, the applicant proposes restricting 38 (10.6 percent) to either 100 or 120 percent of area median income (AMI) as outlined in the table below.

Unit Type	**AMI Restriction**
Studio units (95 units)	5 units restricted to 100% AMI 6 units restricted to 120% AMI
1-Bedroom multi-family units (110 units)	6 units restricted to 100% AMI, 6 units restricted to 120% AMI
2-Bedroom multi-family units (94 units)	5 units restricted to 100% AMI, 5 units restricted to 120% AMI
3-Bedroom multi-family units (28 units)	1 unit restricted to 100% AMI 2 units restricted to 120% AMI
Townhomes (20 units)	2 units restricted to 120% AMI
TOTAL 360 units	**TOTAL 38 units** 17 units restricted to 100% AMI 21 units restricted to 120% AMI

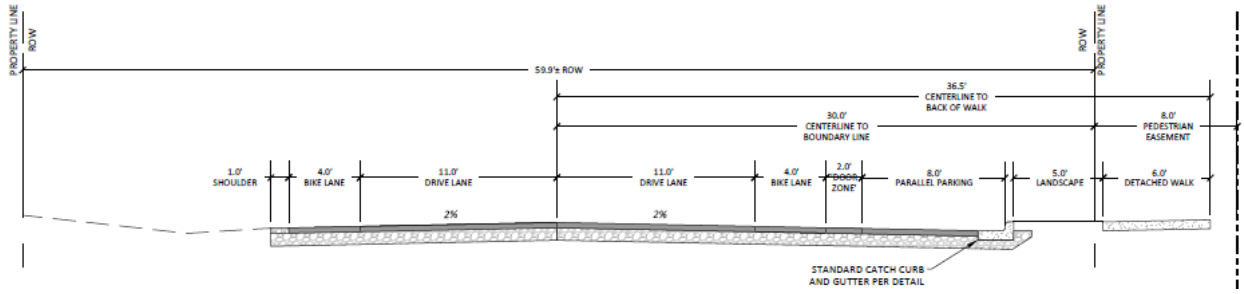
Similar standards (10 percent restricted to 100% of AMI and 20 percent resident occupancy) are in the process of being codified by the City, but the applicant has been in discussions to provide an affordability facet to the project since initial meetings with staff. Staff prefers the totality of units set aside for restricted rent rates is provided at 100 percent of AMI and resident occupancy for the project is set at 20 percent, as approved by City Council at their March 18 meeting. Housing and affordability are goals outlined by City Council in their strategic planning and in the City's comprehensive plan.

Bicycle and Pedestrian Facilities



Similar to the traffic discussion above, the proposal is anticipated to have a major increase in bicycle and pedestrian traffic in a neighborhood that is home to two schools (Two River Community School and Glenwood Springs Middle School), existing commercial activity, and significant housing. Related infrastructure surrounding and in the vicinity of the development parcel are either severely lacking (due to location, width, mode capacity, etc.) or completely nonexistent (i.e. along Donegan and Mel Ray Roads).

East of the site, bicycle lanes and sidewalks are provided within the City limits along the Donegan Road right-of-way. A connection thereto, as depicted above and below, would greatly benefit existing west Glenwood residents, especially school- aged children. Similar street sections are proposed for Storm King Road and Center Drive adjacent to the site. Additionally, staff has requested future connectively to the Glenwood Mall is reserved in anticipation of future redevelopment there.



Proposed Donegan Road typical cross section

Infrastructure

The City's water and electric service areas already include the property. Demand loads for water and electric have been preliminarily reviewed and determined to be within the City's ability to serve. Specific comments related to these services are outlined by various reviewing agencies, many of which are necessary to address at the time of development review.

Reynolds and Cain Ditch Company water shares are currently used for irrigation of the property. Upon annexation/development of the property, the applicant will be required to transfer its ditch shares to the City and lease back the portion thereof needed for future project landscaping.

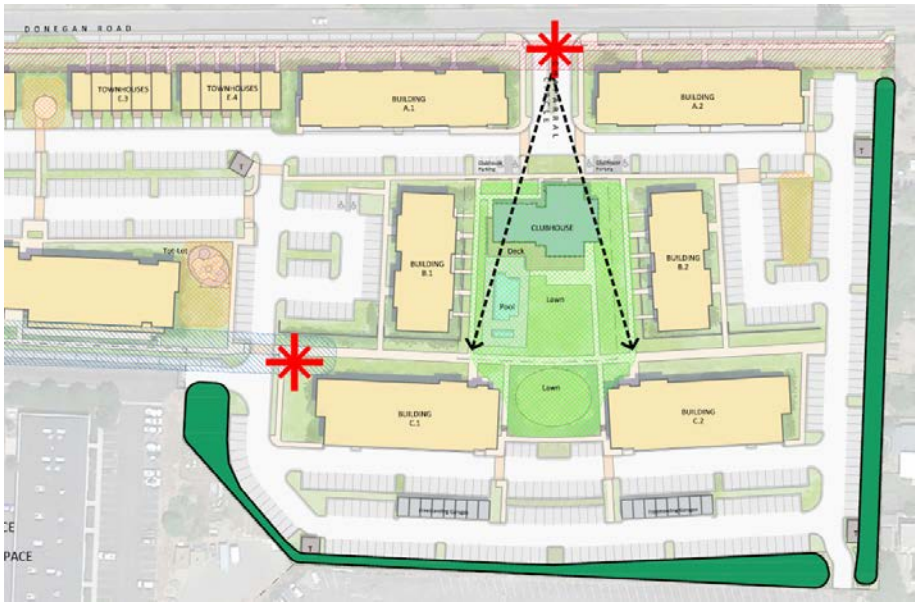
The West Glenwood Sanitation District provides sewer service to properties and uses in this area, both within and outside of the municipal limits of the City. The district has provided comments that it can serve the sanitary needs of the proposal develop.

It does not appear that offsite regional stormwater facilities have capacity to the serve the development proposal. Therefore, it is the applicant's responsibility to manage any post development increase in stormwater onsite and release it at a predevelopment rate.

Costs related to new infrastructure required to the serve the development, whether on or offsite, are the responsibility of the applicant. The City of Glenwood Springs has adequate capacity to serve this development. All onsite infrastructure is intended to remain in ownership of the applicant unless determined to be integral to the City's system.

Parks and Open Space

Residential development proposals are generally required to provide 20 percent common open space, per Section 070.040.040(c)(1) of the Code, for the use and enjoyment of residents. The proposal includes the required space in amenities across the development including a pool, 12,000 square foot clubhouse, 2,000 square foot restaurant (also serves as a public amenity), a tot lot, various lawn play areas, and certain landscape buffers (see snip of Open Space Framework sheet LA2.0 at right).



As discussed above, the applicant proposes many offsite roadway, bicycle, and pedestrian, improvements. The request has been made to allow said road improvements to serve as a portion of the parkland improvements required by Section 070.040.030(g)(2) of the Code. However, staff believes these improvements are necessary to accommodate impacts of the specific development proposal and assume all parkland fees are still applicable to address the recreation needs of residents offsite. City park space in the west Glenwood is currently limited to Gregory Park, however, other recreation space is located nearby at adjacent schools and federal lands. Required park land fees are still needed to allow the City to plan for recreation in the greater neighborhood.

Visual & Noise Impacts

Potential viewshed impacts associated with the PUD proposal are significant relative to the current seasonal grazing/agricultural use of the property. However, it does not seem appropriate to compare the built environment to what appears today as open space. To better understand the

impact, Staff requested perspective views of from varying angles and adjacent areas as depicted below and on various plan sheets.

Southeast view along Donegan Road at Storm King Road (building E.1 foreground/building D behind)

Outside of construction, the project is not anticipated to create adverse noise impacts. It is also critical to recognize that the current Garfield County Commercial/Limited zoning also allow development of the site which would have associated view and noise impacts.

Southwest view from Donegan Road (building A.2)

Comprehensive Plan

As shown at right, Map 2.1 Future Land Use – North Portion of City of the *2011 Glenwood Springs Comprehensive Plan* (Comp Plan) designates the Glenwood Mall site and subject property (by way of an asterisk) as a "Secondary Commercial Center" targeted for future growth and development. Chapter 2, Page 27 of the Comp Plan states "***[W]ithin these commercial nodes, the Comprehensive Plan encourages mixed-use redevelopment. The Comprehensive Plan also recommends that the City create sub-area plans for each of these secondary centers in order to determine the mix of uses and the type of development that can be supported in each area.***" Purple idenfities the "Mixed Use" classifcation which Chapter 2, Page 29 explains as allowing "…***for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion.***"

Numerous community goals and related objectives and strategies outlined in the Executive Summary and subsequent chapters of the Comp Plan support the proposal. These goals are outlined in the following table.

Comprehensive Plan Goal Supported	**Objectives and Strategies**
-Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Attract diverse businesses and industries (Chapter 4, Page 50) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: The goal and related objectives/strategies above are supported by the current proposal which includes infill development, provides a public dining option to west Glenwood, and encourages sales tax revenue and the demand for existing services.	
-Maintain Glenwood Springs as the regional tourism, retail, commercial, and governmental center of Garfield County	-Attract diverse businesses and industries (Chapter 4, Page 50) -Retain role as a regional center (Chapter 7, Page 83)
Staff Comment: Additional housing and dining opportunities within the municipal limits strengthens various economic objectives/strategies in support of the City's role as the regional commercial and governmental center.	

-Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial success of the downtown	-Develop according to the vision (Chapter 4, Page 34) -Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Enhance pedestrian–friendliness while facilitating traffic (Chapter 3, Page 36) -Provide direction for annexation & land use in the City's area of influence (Chapter 3, Page 45) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The annexation and mixed-use development of this parcel is a specific goal outlined in the Comp Plan. Infill development where services already exist helps to limit the impacts a development on City systems and makes improvements more cost effective. Pedestrian connectivity is lacking in the neighborhood and improved by features included in the request.	
-Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Improve interconnectivity of the road network to provide alternative routes through and around town (Chapter 5, Page 65) - Encourage reduction of single-occupant vehicles and encourage alternate travel modes through land use planning and community design (Chapter 5, Page 66) -Expand and connect the trail system and other walking and bicycling routes (Chapter 5, Page 67) -Create complete streets to encourage alternative modes of travel (Chapter 5, Page 68)
Staff Comment: The bicycle and pedestrian improvements proposed by the applicant with the annexation will have a huge impact in achieving the specific goals/objectives outlined in the Comp Plan above.	
-Direct development to locations and building forms that are cost effective to serve	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objectives/strategies outlined above are supported by the current application as it includes infill development and uses that support the City's role as a regional center.	

-Provide housing opportunities for the entire community	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) Increase the supply of housing that is affordable to the workforce (community housing) by implementing the Strategic Housing Plan (Chapter 6, Page 73) -Encourage greater variety in housing types and price (Chapter 6, Page 75) -Encourage housing variety and affordability throughout the community (Chapter 6, Page 75) -Require good design for mixed-use and higher density projects (Chapter 6, Page 76)
Staff Comment: This Comp Plan goal is improved upon by adding to the housing stock in a market in need of units. However, the affordability aspect of the current proposal is a direct action which addresses a specific challenge for the region's workforce. Objectives/strategies already disused above again support this goal.	
-Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Retain role as a regional center (Chapter 7, Page 83) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: The objective/strategy outlined above are supported by the current application as it includes infill development.	
-Preserve natural resources	-Direct growth inward (Chapter 9, Page 102)

Rezoning, PUD Rezoning, and Related Approval Criteria

As outlined above, two separate initial zonings are associated with the proposal. Commercial (CO) District is requested for the 3.533-acre portion of the site to accommodate the existing developed business park parcel, whereas Planned Unit Development (PUD) District is anticipated for the 12.285 acres slated for future development. Section 070.060.040(a)(3)f.3 outlines the criteria for the review and approval of a standard Rezoning application. Section 070.060.040(b)(3)f.3 outlines additional criteria for the review and approval of a Rezoning to Planned Unit Development. Both sets of criteria and other Code language is provided in ***bold italics*** below along with supporting information from staff.

<u>Rezoning Approval Criteria Section 070.060.040(a)(3)f.3</u>

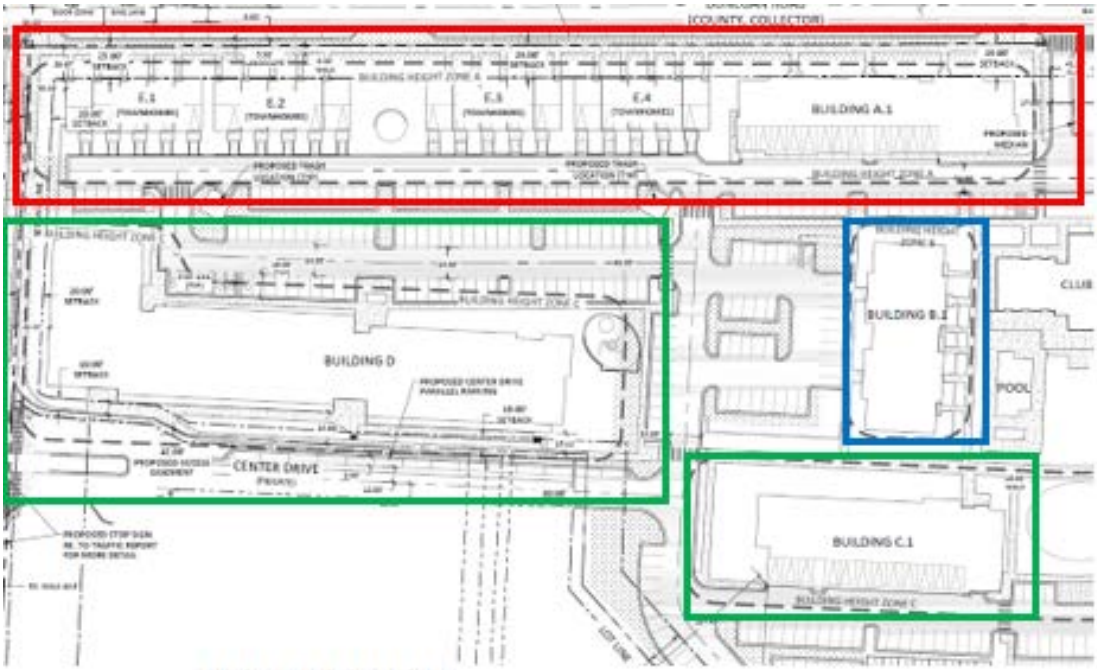
i. The rezoning is consistent with the City's comprehensive plan and the purpose of this Code;

As detailed above, the annexation and related CO and PUD initial zonings/Rezonings are clearly consistent with the future land use designation of the property and numerous goals and objections addressed in the Comp Plan. The propose of this Code as stated in Section 070.010.030 ***"…is to protect the public health, safety, and welfare of the city and to implement the policies, goals, and strategies adopted by the City of Glenwood Springs, including those set forth in the Glenwood Springs Comprehensive Plan."*** Annexation allows the City to be directly involved with the implementation of various goals and policies at the site and in the greater west Glenwood neighborhood.

ii. ***The rezoning is consistent with the proposed purpose statement of the proposed zoning district;***

As per Section 070.020.120(a), "***[T]he CO district is intended to accommodate general commercial uses with some limited residential uses. The CO district provides a transition between mixed-use and/or residential districts and more intense industrial districts and allows some typically auto-oriented or major corridor uses.***" The CO district accommodates the existing business park uses while providing a smooth transition to the anticipated future residential development and other adjacent uses. Proposed higher intensity uses allowed in the CO district (i.e. fabrication/manufacturing, retail shopping center, gas station, drive-thru restaurant, carwash, etc.) require special review in order to safeguard against and consider the impacts of potential noise, odor, and/or traffic.

Section 070.020.180 of the Code explains, "***[P]lanned unit developments (PUDs) are intended to allow for greater flexibility in the application of zoning and development standards than would otherwise be achieved through a base zoning district in exchange for greater benefit to the City of Glenwood Springs.***" A PUD allows certain benefits to the City not permitted by other zone districts. Both residential and commercial uses are an integral component of the Mixed-use designation of property per the Comp Plan. However, the City must recognize that well established neighborhoods exist in the area such as Western Hills to the north and single-family homes along Mel Ray Road to the east. Therefore, significant commercial development herein will not necessarily provide a good transition from existing development patterns to more intense development to the west (multiple auto sales and service centers) and south (large regional retail shopping center anticipated for significant redevelopment).



Maximum Building Height:

Residential Buildings:	
Zone A[1]	30 Feet
Zone B[2]	43 Feet
Zone C[3]	55 Feet
Interior Non-Residential Building (Clubhouse/Restaurant)[4]	38 Feet
Freestanding Garages[5]	25 Feet

Additionally, the applicant is requesting varying site-specific building types, heights, and setbacks (see graphics above and below) as requested by City staff. Three separate contextual height zones are requested to account for adjacent uses. Townhomes and apartment buildings along Donegan Road are limited to two stories along the street. Internal buildings are taller and incorporate the existing grade which slopes to south towards more intense uses. Increase building setbacks along the project exterior allow for on street parking, improved transportation infrastructure, and landscaping buffering of the project. Exact PUD zone district standards are outlined on sheet C-1.2 of the plan set attached. Included concept renderings help visualize these transitions in various places throughout the development.

Southeast view at Donegan Road project entrance opposite Chapparal Road (buildings A.1 and A.2)

iii. ***Substantial changes in the subject area warrant a zoning change; and/or***

While this criterion is not entirely applicable to an initial zoning, the annexation of the property and future potential development is certainly a substantial change to the subject property and surrounding neighborhood. The proposed CO zone district is quite similar to the current Commercial/Limited County zoning of the entirety of the property. However, the PUD proposed zoning is warranted to help manage the anticipated substantial change.

iv. ***The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.***

Again, no additional development is expected with the proposed CO initial zoning/rezoning as it simply accommodates the existing business park located at the site. However, significant impacts are anticipated with the development of the PUD as addressed above. The City has outlined corresponding design standards (location of specific housing types, height zones, setbacks) and on and offsite improvements (road construction, bicycle and pedestrian accommodations and connections, parking, increased stormwater capacity, utility extensions) necessary to account for and limit the impacts of the development from having an adverse effect on the neighborhood.

PUD Approval Criteria 070.060.040(b)(3)f.3

i. Meets the approval criteria for rezonings, per 070.060.040(a)(3)f.3;

Please see staff commentary above.

ii. Addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code;

As already addressed in various sections of this report, the proposed PUD will provide for an innovative design that acknowledges and transitions from the existing developed neighborhood. A mix of housing at this location will compliment and encourage the redevelopment of the Glenwood Mall site. PUD zoning allows a better means of accomplishing the development of site and greater ability to achieve the City's goal in this area.

iii. Meets all applicable standards of this Code not expressly modified by the PUD application; and

Any and all development standards not specifically addressed by the proposed PUD are subject to applicable City Code standards.

iv. ***If the PUD provides residential uses, includes varied types of housing and densities.***

A mix of housing types and densities is proposed with the PUD including townhomes, multifamily apartments, and live/work units. Affordable components are included for each housing type proposed, excluding live/work.

Reviewing Agency Comments

Comments have been received from the referral agencies outlined in the below and are attached for review.

Referral Agencies	
Community Development/Housing-City	Engineering Department-City
Colorado Department of Transportation	Garfield County Community Development
Garfield County Road and Bridge	Public Works-City
Transit Planning and Development Lead-City	West Glenwood Sanitation District

Adjacent Property Owner/Public Comments

Comments have been received from adjacent property owners/neighbors/members of the public as outlined in the table below. These comments are also attached for review.

Public Comments		
Lee Bowles	Nancy Brooks	Michael Hoban
Randy and Annie Stephens	Lacy King	Bobbie Meriwether
Tim Porter		

Pre-Application Public Comments		
Ty Sparks	Bobbie Meriwether	Randy & Annie Stephens
Laurie Raymond	Troy Gordon	Leon and Rachel Garot

Jessi Hastings	Lynette Brickell	Krista Thormann
Valorie Guanella Erion	Lacy King	Lori Welch
Katie Mosquera	Lisa Orosz	Stephanie Lemkau
Jacque McMillan	Scott Black	

Staff will forward additional comments to the Commission as they become available, if applicable.

ACTION ALTERNATIVES AND STAFF RECOMMENDATION:

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, "[T]he applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing…"

Action 1 - <u>Annexation</u> – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

<u>Staff recommendation</u>: Staff recommends **approval (with conditions)** of the Annexation request with the findings and conditions below:

Recommended Findings:
1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

Recommended Conditions:
1. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any standards not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
4. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable.

Action 2 - <u>Initial Zoning/Rezoning</u> – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

<u>Staff recommendation</u>: Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions below:

Recommended Findings:
1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;

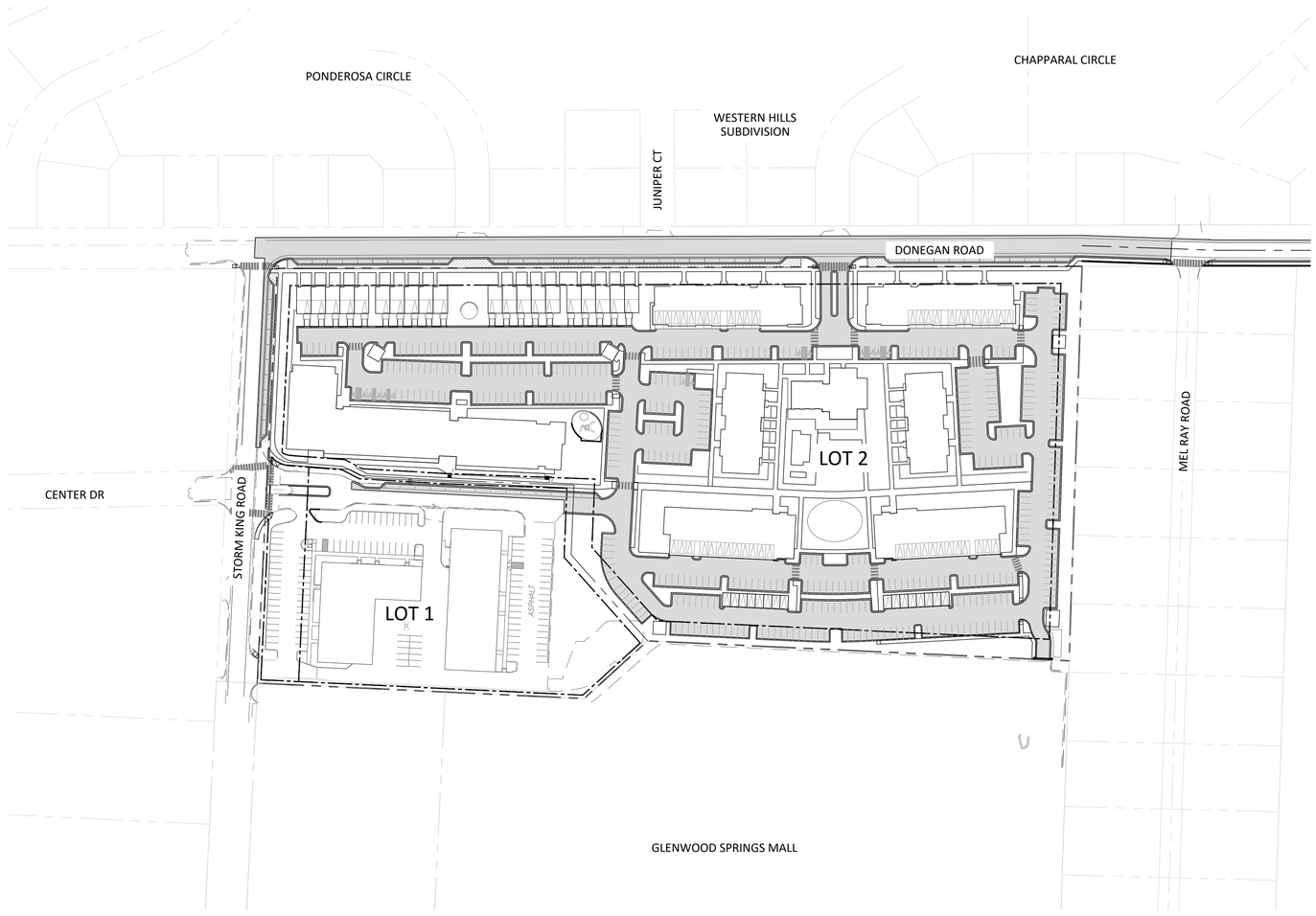
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

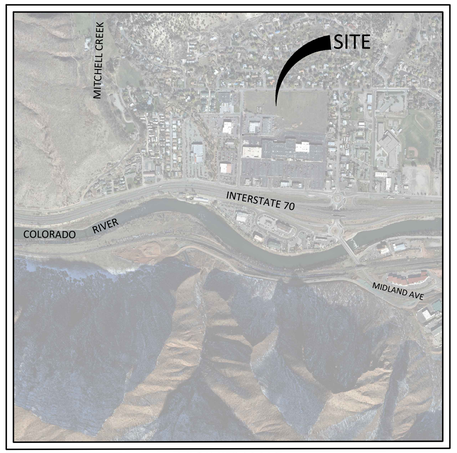
Recommended Conditions:

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

480 DONEGAN-PUD

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 03/12/2021





VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

C0.0 - COVER SHEET
C0.1 - IMPROVEMENT SURVEY PLAT 1
C0.2 - IMPROVEMENT SURVEY PLAT 2
C1.1 - LOT 1 PROPOSED ZONING
C1.2 - LOT 2 PUD PLAN
C1.3 - CONCEPTUAL PLAT
C2.0 - CONCEPTUAL UTILITY PLAN
C3.0 - CONCEPTUAL GRADING PLAN
C3.1 - OFFSITE DONEGAN ROAD IMPROVEMENTS
C4.0 - OFFSITE DRAINAGE PLAN
C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
LA3.0 - ILLUSTRATIVE LANDSCAPE PLAN
LA4.0 - SITE CROSS SECTIONS
LA5.0 - POTENTIAL PLANT PALETTE
LA5.1 - POTENTIAL PLANT PALETTE
A1.0 - ARCHITECTURAL PRECEDENT
A1.1 - ARCHITECTURAL PRECEDENT
A2.0 - CONCEPT RENDERINGS
A2.1 - CONCEPT RENDERINGS
A2.2 - CONCEPT RENDERINGS
A2.3 - CONCEPT RENDERINGS

SITE NOTES:

1. SITE HAZARDS: A CONCEPTUAL REVIEW OF SITE HAZARDS NOTES DEBRIS FLOW AND HYDRO COMPACTION MAY IMPACT THIS SITE BASED ON STUDIES PERFORMED BY THE COLORADO GEOLOGICAL SURVEY. A FINAL GEOLOGIC HAZARD REPORT WILL BE SUBMITTED UPON APPLICATION OF A DEVELOPMENT PERMIT.
2. FEMA FLOODPLAIN STATEMENT: THE SUBJECT PROPERTY FALLS WITHIN ZONE C ON FEMA FLOOD INSURANCE RATE MAP PANEL NUMBER 0802051043B WITH AN EFFECTIVE DATE OF JANUARY 3, 1986, WHICH ARE AREAS OF MINIMAL FLOODING.
3. THE APPLICANT ACKNOWLEDGES THE PUBLIC FACILITY INSTALLATION, CONSTRUCTION AND/OR CONTRIBUTION REQUIREMENTS AS FURTHER DETAILED IN THE ANNEXATION AGREEMENT.

SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

GARFIELD & HECHT, P.C.
ATTORNEY
901 GRAND AVENUE, SUITE 201
GLENWOOD SPRINGS, CO 81601

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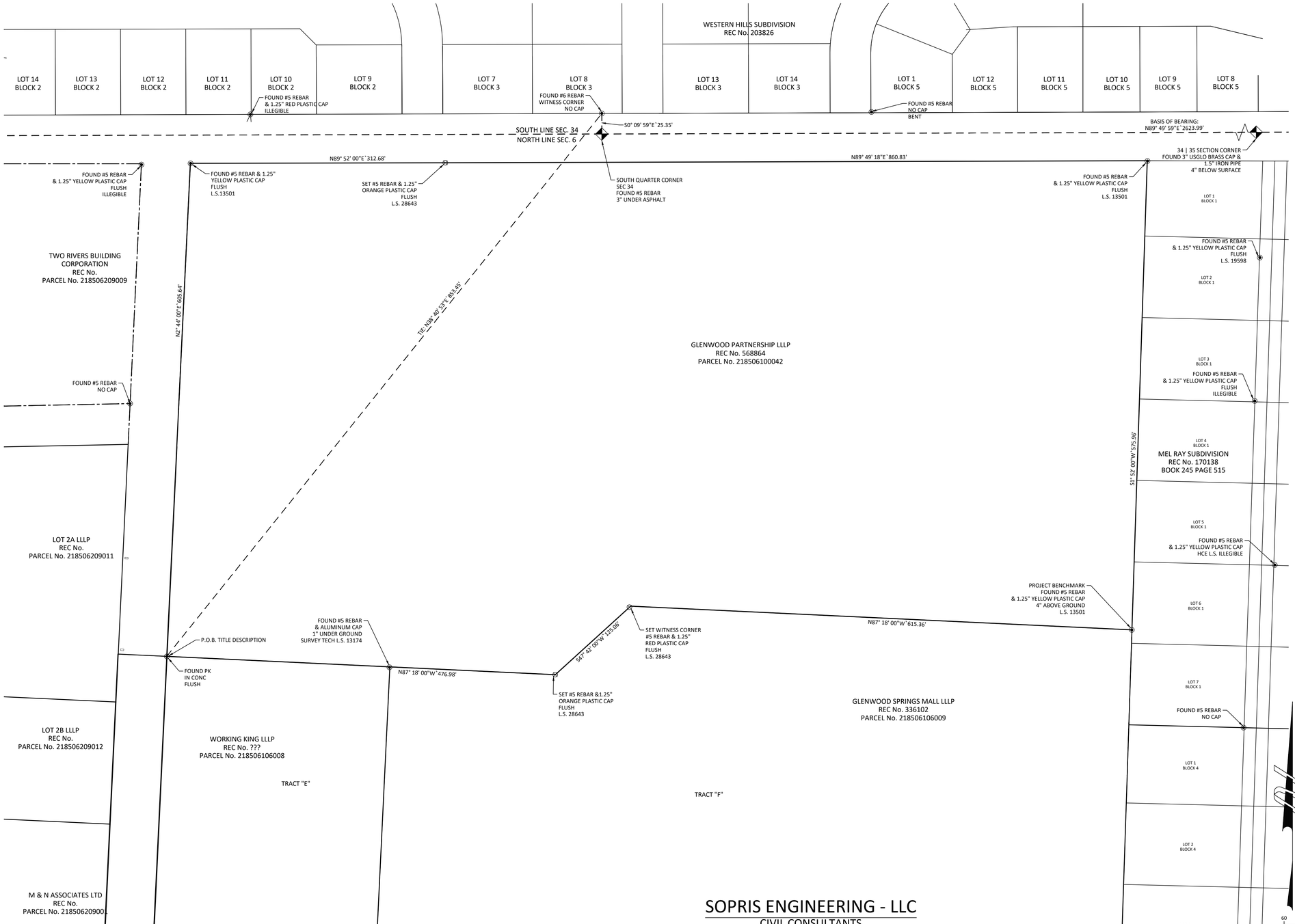
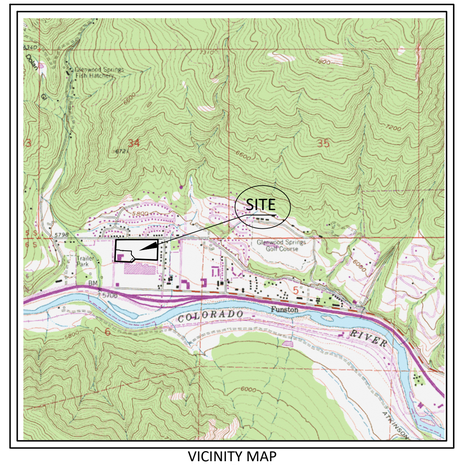
IMPROVEMENT SURVEY PLAT OF

480 DONEGAN

BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2





VICINITY MAP
SCALE: 1" = 2000'

NOTES

1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021

2) Date of Preparation: October - December 2020 & January 2021.

3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.

4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. ABS63014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, hereon.

5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.

6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

I, MARK S. BECKLER, HEREBY CERTIFY TO COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9), AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE CURRENT LOCATION OF ALL STRUCTURES, WATER COURSES, WATER FEATURES AND/OR BODIES OF WATER , VISIBLE ROADS, UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL EASEMENTS AND RIGHTS OF WAY OF A PUBLIC OR PRIVATE NATURE THAT ARE VISIBLE, OR APPARENT, OR OF RECORD AND UNDERGROUND UTILITIES DESCRIBED IN LAND TITLE GUARANTEE COMPANY FILE NO. ABS63014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

COLORADO REGISTERED MARK S. BECKLER 28643 PROFESSIONAL LAND SURVEYOR

MARK S. BECKLER L.S. #28643

GRAPHIC SCALE

60 0 30 60 120 240

(IN U.S. SURVEY FEET)
1 inch = 60 ft.

C-0.1

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

IMPROVEMENT SURVEY PLAT OF

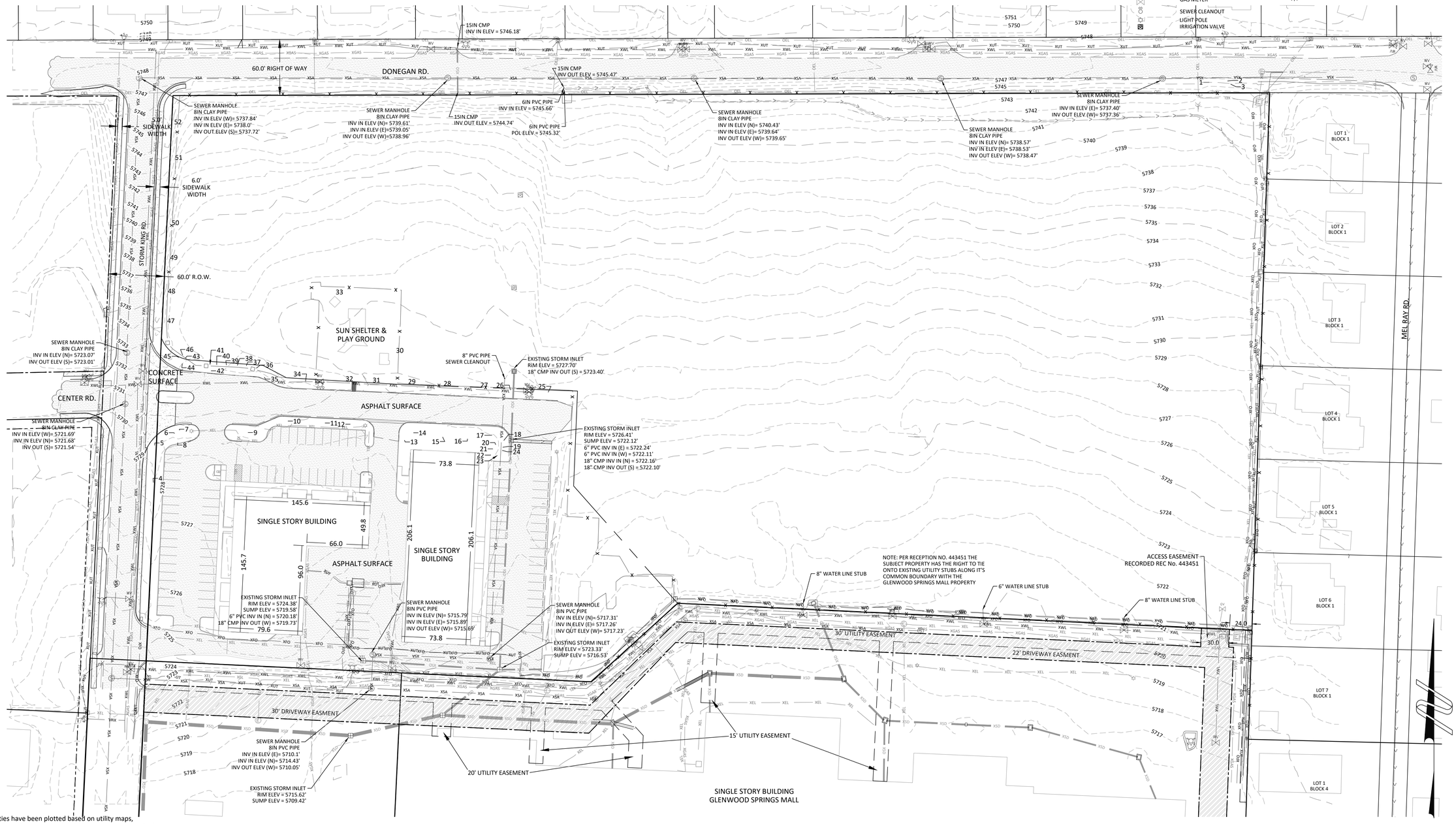
480 DONEGAN

BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 2 OF 2

EXISTING CONDITIONS LEGEND

- SIGN
- PVC PIPE
- GAS METER
- CATV PEDESTAL
- TELEPHONE PEDESTAL
- ELECTRIC METER
- ELECTRIC TRANSFORMER
- DRAINAGE DRY-WELL
- SEWER MANHOLE
- GUY WIRE
- POWER POLE
- FIRE HYDRANT
- WATER VALVE
- WATER SHUTOFF
- GAS METER
- SEWER CLEANOUT
- LIGHT POLE
- IRRIGATION VALVE
- EXISTING WIRE FENCE
- EXISTING WOODEN FENCE
- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- DECIDUOUS TREE
- CONIFEROUS TREE



GENERAL UTILITY NOTES:

The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

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CIVIL CONSULTANTS
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CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

GRAPHIC SCALE

50 0 25 50 100 200

(IN U.S. SURVEY FEET)
1 inch = 50 ft.

C-0.2

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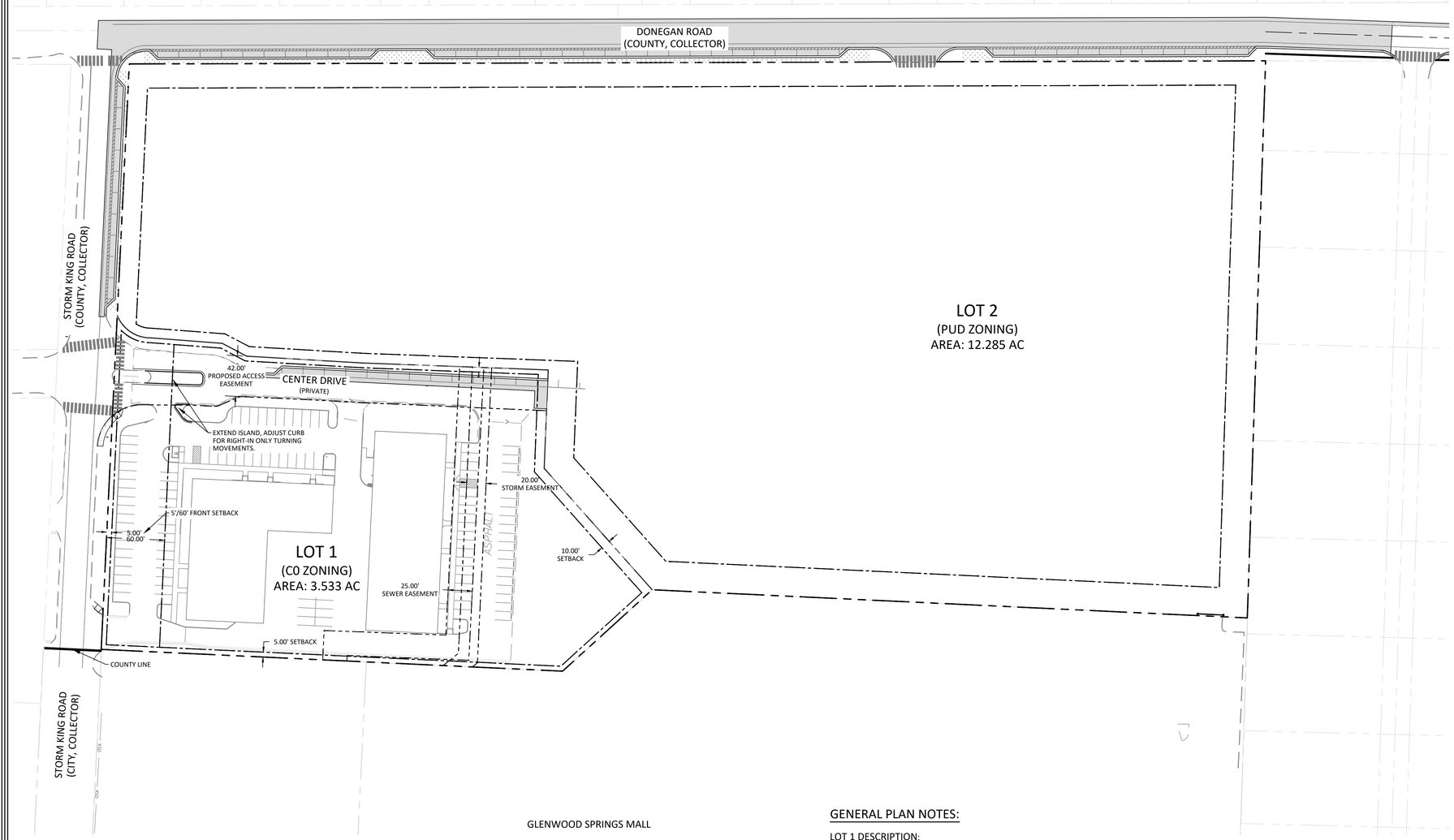

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

DEVELOPMENT SUMMARY:

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1 (WEST L SHAPED BUILDING)

OFFICE	9,070 GSF +/-
WAREHOUSE	2,716 GSF +/-
PRESCHOOL	2,235 GSF +/-
SOILS LAB	959 GSF +/-
TOTAL BUILDING 1=	14,980 GSF +/-

BUILDING 2 (EAST RECTANGULAR BUILDING)

OFFICE	9,153 GSF +/-
WAREHOUSE	6,091 GSF +/-
TOTAL BUILDING 2=	15,244 GSF +/-

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:

Minimum 5 feet
Max. (From arterial streets) 60 feet
Max. (From other streets) 40 feet

Building 1 (West L shaped building) +/- 86 feet (Greater than maximum)

SIDE:

Minimum 5 feet
No maximum designated

Both buildings are greater than 5 feet

REAR:

Minimum with alley 10 feet
Minimum without alley 7.5 feet
No maximum designated

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61	Spaces
Warehouse	8,087 SF	1 SP/400 SF	22	Spaces
Preschool	2,235 SF	1 SP/250 SF	9	Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4	Spaces
		Total		*96 Spaces*

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
Total existing spaces	108 regular spaces, 4 ADA spaces

GENERAL PLAN NOTES:

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

Know what's **below.**
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE

LOT 1 PROPOSED ZONING

DRAWING NO.

C-1.1

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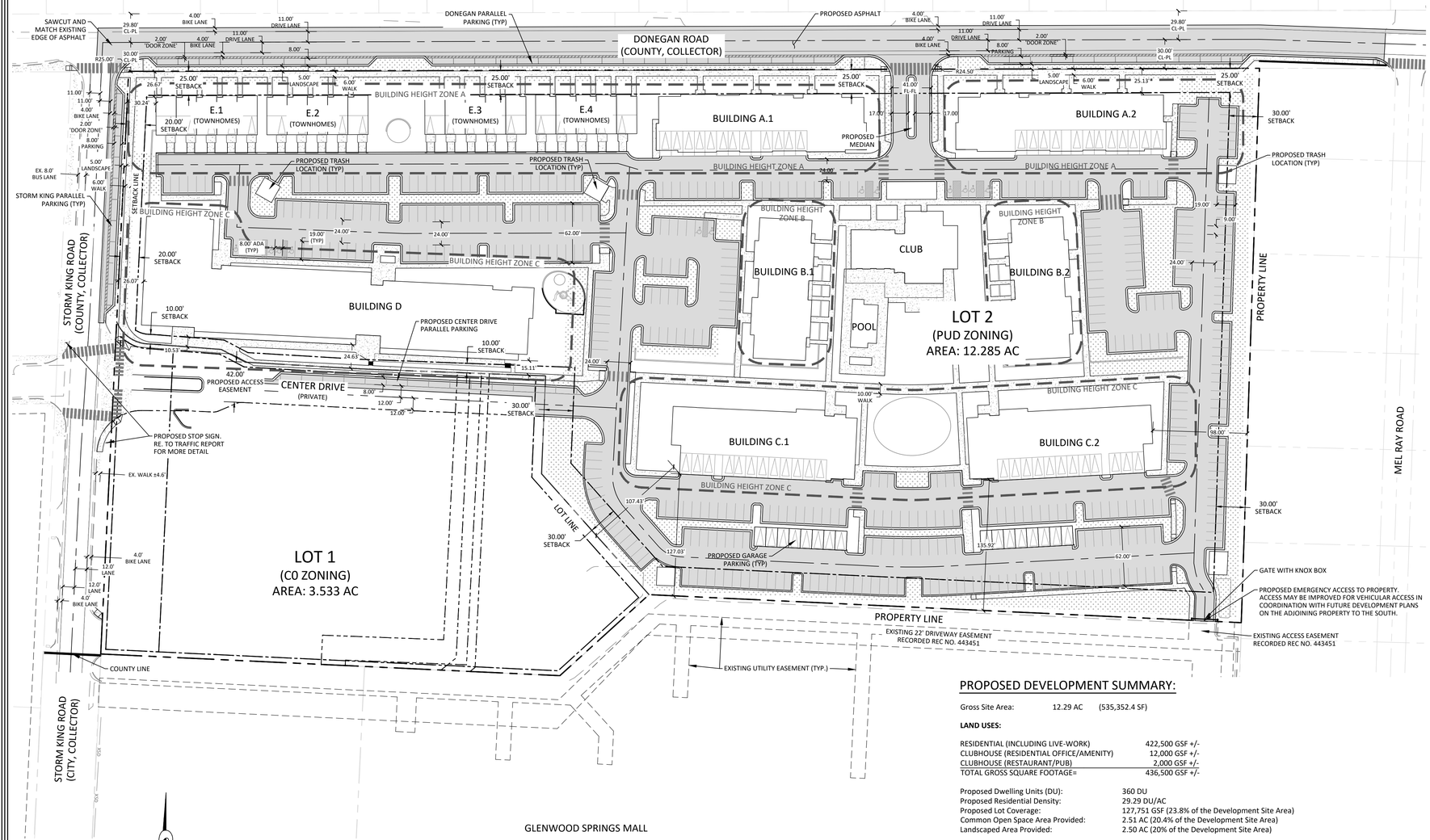


PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density (Includes Live-Work Units): 30.00 DU/acre
Maximum Gross Non-Residential (Residential & Clubhouse Amenity Space Only): 14,000 GSF

USES

Permitted Uses
- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling[2]
- Residential Amenities (Workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- Home Occupation

Prohibited Uses
- Adult and child care facilities
- Adult entertainment establishments
- Maintenance and repair services, including automotive repair
- Marijuana establishments
- Commercial laundry and dry cleaning
- Recreational vehicle park
- Industrial Uses

Uses Requiring Special Review Use Permit
- Any use not listed as a permitted or prohibited use

Note:
1. The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.
2. Live-Work units may provide space for the following non-residential uses Home Occupation, and Administrative/Professional Offices. Other non-residential uses potentially considered within a Live-Work dwellings will require a special review use permit.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscaped Area: 20% of Development Site Area

SETBACKS

Minimum Building Setback from Public Streets:
Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:
Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property
Face of Garage 3 feet from driveway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Garage Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback
Abutting Properties 10 feet from lot line

Notes:
1. Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:

Residential Buildings:	
Zone A[1]	30 Feet
Zone B[2]	43 Feet
Zone C[2]	53 Feet
Interior Non-Residential Building (Clubhouse/Restaurant)[2]	38 Feet
Freestanding Garages[2]	25 Feet

Notes:
1. Height shall be measured as the vertical distance above the finished grade along the building face oriented to Donegan Road to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.
2. Height shall be measured as the vertical distance above the finished grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.

PARKING

Minimum Required Parking:

Residential	
Dwelling: Live-Work	1.0 SP/DU
Dwelling: Townhouse	1.5 SP/DU
Dwelling: Multifamily	1.5 SP/DU
Guest Parking[1]	1.0 SP/5 DU
Non-Residential	
Restaurant	1 SP/200 SF
Office & Amenity	1 SP/1,000 SF

Notes:
1. Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1: Table of Allowed Uses)
2. Off-site parking areas shall not account for more than 10% of total provided parking (Section 070.040.060(e) Parking Alternatives)

OTHER

Snow Storage Areas:
A. Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
B. No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
C. Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in Article 070.040 of the Glenwood Springs Municipal Code, as amended from time to time, including, but not limited to, residential, non-residential, and mixed use site and building design standards, as applicable, shall apply to this PUD.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL (INCLUDING LIVE-WORK)	422,500 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY)	12,000 GSF +/-
CLUBHOUSE (RESTAURANT/PUB)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	436,500 GSF +/-

Proposed Dwelling Units (DU):	360 DU
Proposed Residential Density:	29.29 DU/AC
Proposed Lot Coverage:	127,751 GSF (23.8% of the Development Site Area)
Common Open Space Area Provided:	2.51 AC (20.4% of the Development Site Area)
Landscaped Area Provided:	2.50 AC (20% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Residential			
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking[1]	347 DU	1.0 SP/5 DU	70 Spaces
		Subtotal	*604 Spaces*
Non-Residential			
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
		Subtotal	*10 Spaces*
		TOTAL REQUIRED	**614 SPACES**

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1 Table of Allowed Uses)*
2. *Newly created parking on public streets is being provided to reduce off-street parking requirements (Section 070.040.060(e) Parking Alternatives)*

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces[1]
Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces[2]
Total Parking Provided:	**625 Spaces**

Notes:
1. On-site parking includes 14 accessible parking spaces.
2. Newly created off-site parking accounts for 8.2% of total parking provided.

LEGEND:

SNOW STORAGE AREA:

NOTE:
1. APPROXIMATE AVAILABLE SNOW STORAGE AREA ON-SITE: 52,500 SQUARE FEET

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE/ARCHITECTURAL PLAN REVIEW.

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W" 167.89 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
THENCE N 87° 50' 32" W 192.99 FEET;
THENCE N 86° 38' 35" W 118.97 FEET;
THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

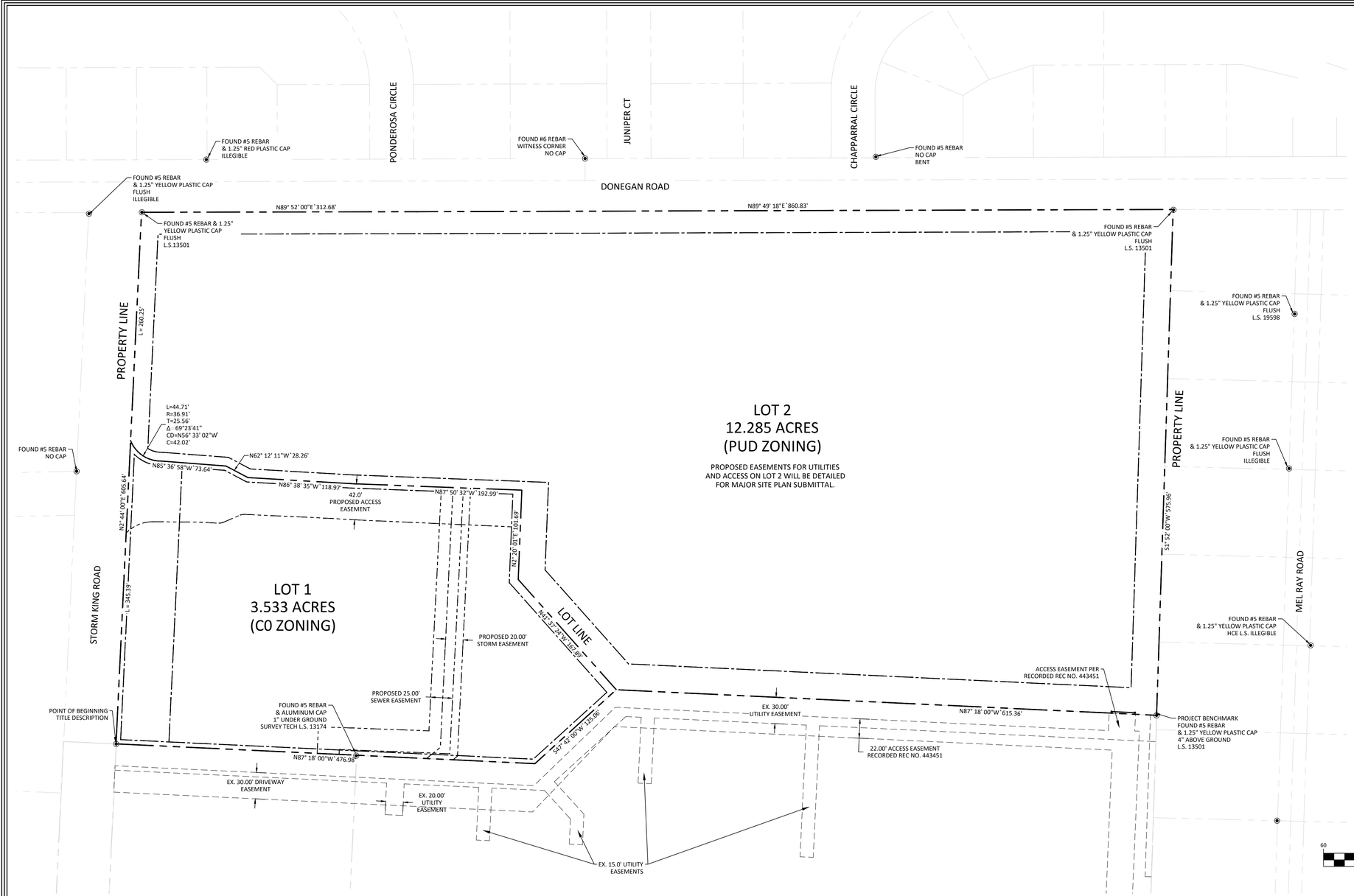
GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 2 PUD PLAN

DRAWING NO.
C-1.2

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-SITE PLAN.DWG - Mar 12, 2021 - 11:01am



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

NOTES

1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
2) Date of Preparation: October - December 2020 & January 2021.
3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. ABS63014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, hereon.
5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
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THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
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THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

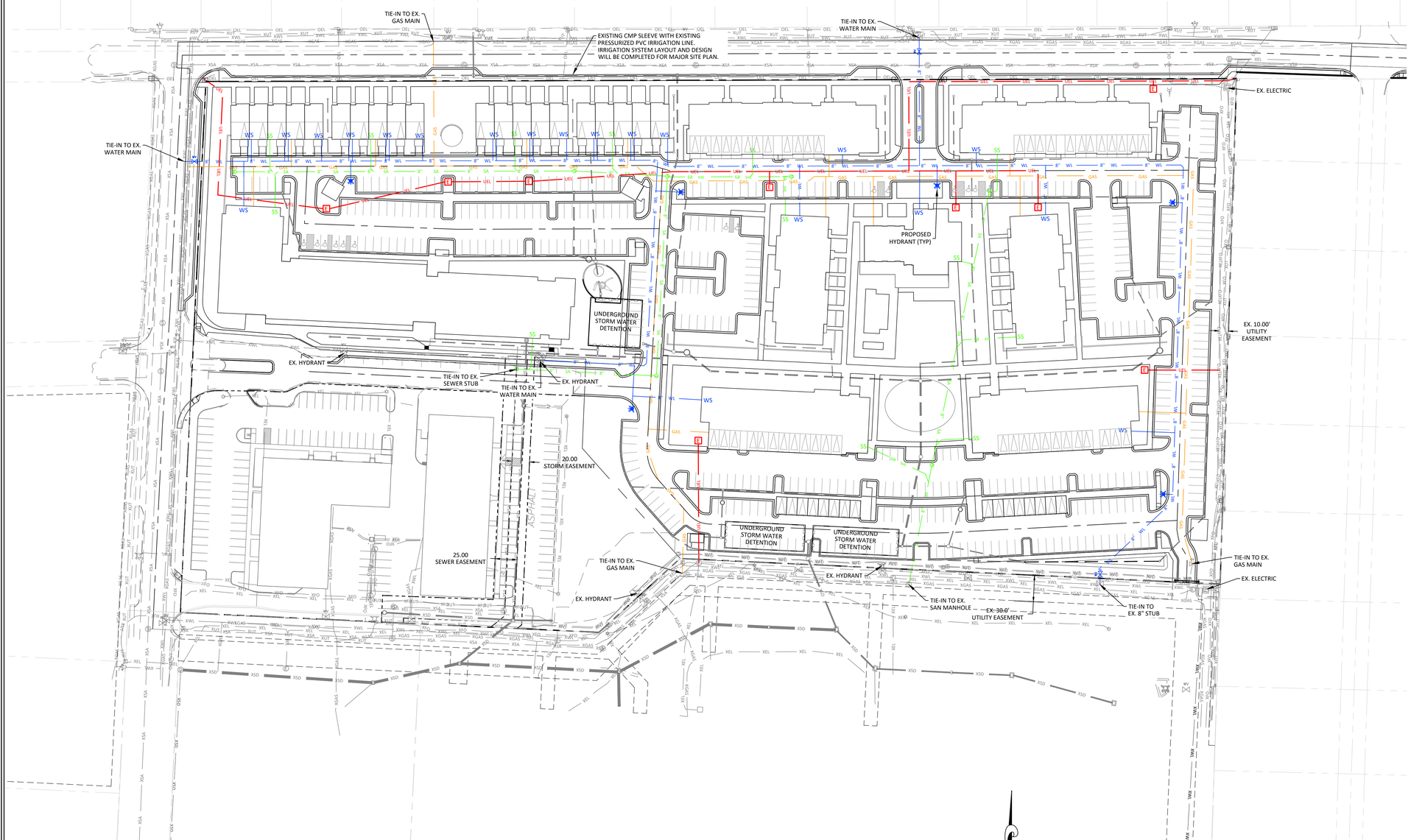
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL PLAT

DRAWING NO.
C-1.3

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-CONCEPTUAL PLAT.DWG - Mar 12, 2021 - 8:55am



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

PROPOSED UTILITY LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED WATER SERVICE
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED SANITARY SERVICE
- PROPOSED ELECTRIC
- PROPOSED GAS
- PROPOSED STORM SEWER
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED STORM INLET

EXISTING LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING WIRE FENCE
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. A SUBSURFACE UTILITY ENGINEERING (S.U.E.) WILL BE COMPLETED PRIOR TO MAJOR SITE PLAN.
3. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY MAIN LINE WORK NECESSARY. UTILITY SERVICE WORK TO BE PERFORMED BY THE CONTRACTOR. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
4. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
5. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
6. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.
7. THE CITY HAS FIBER OPTIC AVAILABLE, PROJECT WILL PROVIDE 2" CONDUIT FOR SERVICE TO EACH BUILDING.

NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

Know what's **below.**
Call before you dig.

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SOPRIS ENGINEERING, LLC.
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(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

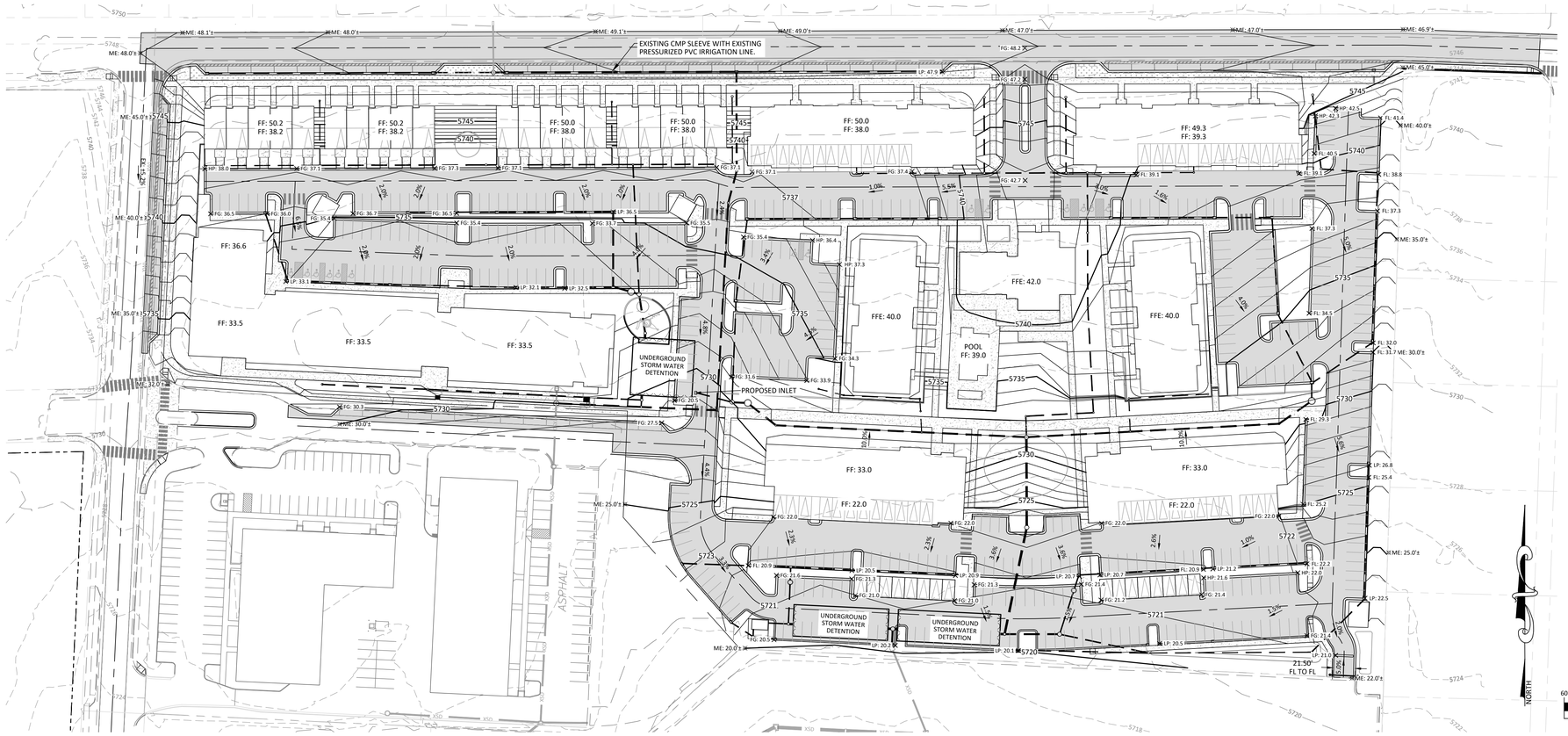
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL UTILITY PLAN

DRAWING NO.
C-2.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-UTIL.DWG - Mar 12, 2021 - 11:04am



SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

PROPERTY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
PROPOSED LOT LINE
PROPOSED CENTERLINE

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR — 7900
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL — 7900
PROPOSED SLOPE — 2.0%
PROPOSED SPOT ELEVATION — FL: 32.0
PROPOSED STORM SEWER
EXISTING STORM SEWER — XSD
PROPOSED STORM INLET

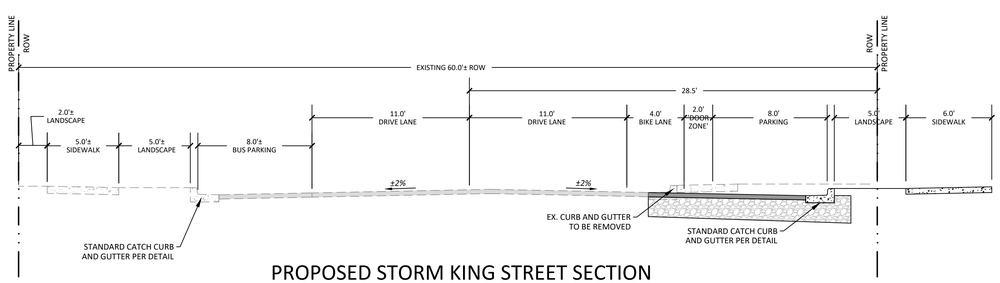
GENERAL GRADING NOTES:

1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.

GRAPHIC SCALE

60 0 30 60 120 240

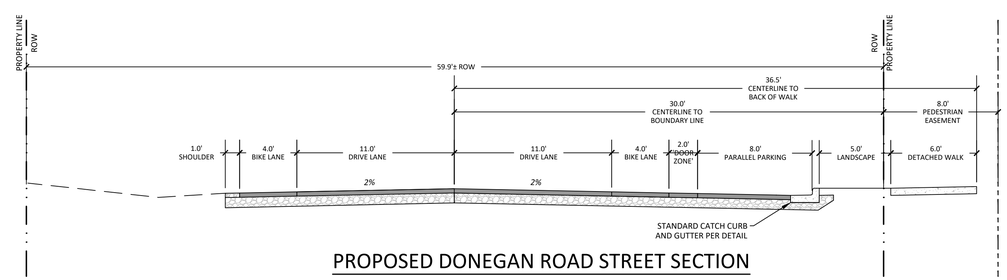
(IN FEET)
1 inch = 60 ft.



PROPOSED STORM KING STREET SECTION

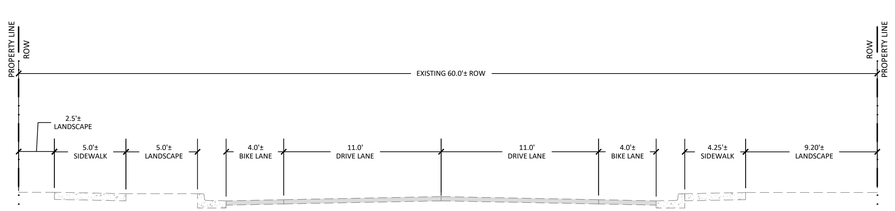
(NORTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.



PROPOSED DONEGAN ROAD STREET SECTION

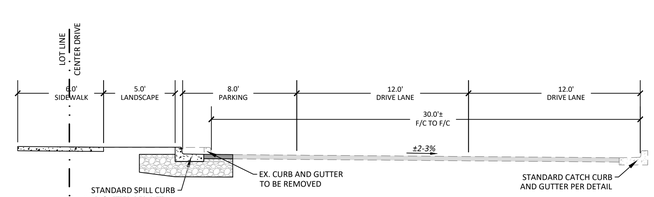
(ADJACENT TO SITE-WITH PARKING)
LOOKING EAST
N.T.S.



PROPOSED STORM KING STREET SECTION

(SOUTH OF CENTER DRIVE-FOR LANE STRIPING UPDATES)

LOOKING NORTH
N.T.S.



PROPOSED CENTER DRIVE STREET SECTION

LOOKING EAST
N.T.S.

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
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CARBONDALE, CO 81623
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DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
PRELIMINARY GRADING PLAN

DRAWING NO.
C-3.0

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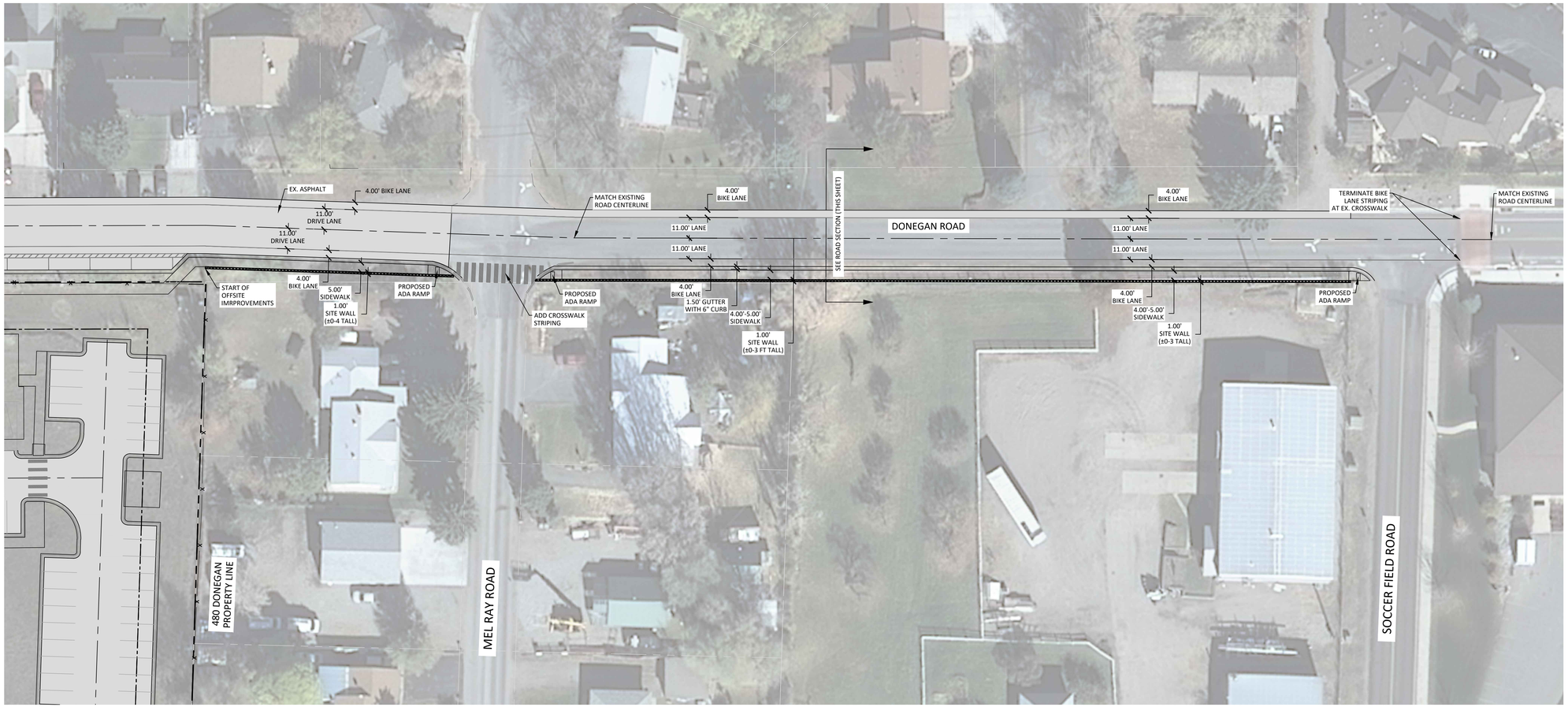
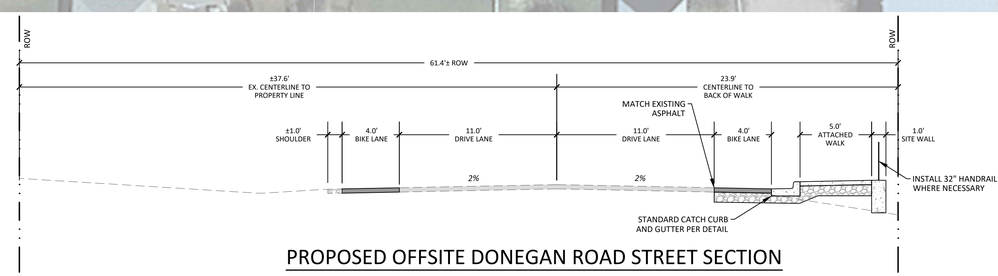
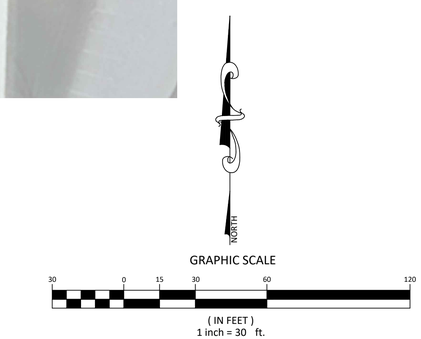
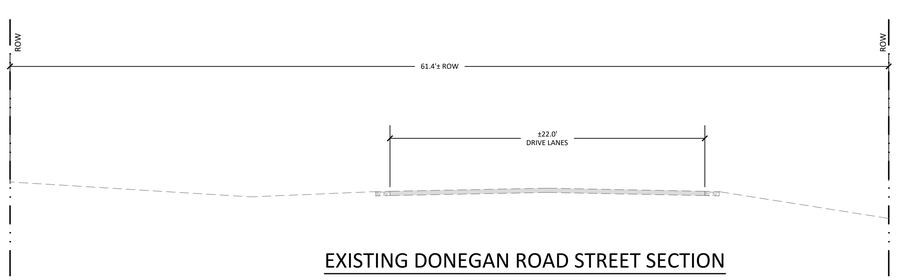




PROPOSED OFFSITE DONEGAN ROAD STREET SECTION

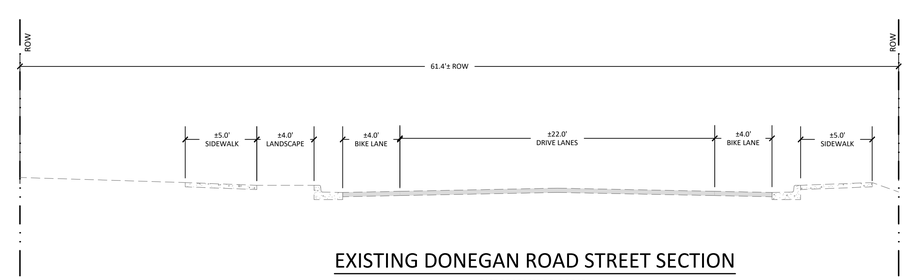
(MEL RAY TO SOCCER FIELD ROAD)
LOOKING EAST
N.T.S.





EXISTING DONEGAN ROAD STREET SECTION

(MEL RAY TO SOCCER FIELD ROAD)
LOOKING EAST
N.T.S.



EXISTING DONEGAN ROAD STREET SECTION

(EAST OF SOCCER FIELD ROAD)
LOOKING EAST
N.T.S.

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
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DRAWN BY	JPP	
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GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE

PROPOSED OFFSITE IMPROVEMENTS

DRAWING NO.

C-3.1

G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-SITE PLAN.DWG - Mar 12, 2021 - 11:00am

EXISTING LEGEND

- EXISTING CONTOUR
- 7900 — EXISTING CONTOUR INTERVAL
- EXISTING FLOW PATH
- EXISTING FLOW ARROW
- EXISTING DRAINAGE BASIN
- DP # — DESIGN POINT

NORTH

GRAPHIC SCALE

300 0 150 300 600 1200

(IN FEET)
1 inch = 300 ft.

Know what's **below.**
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE

OFFSITE DRAINAGE PLAN

DRAWING NO.

C-4.0

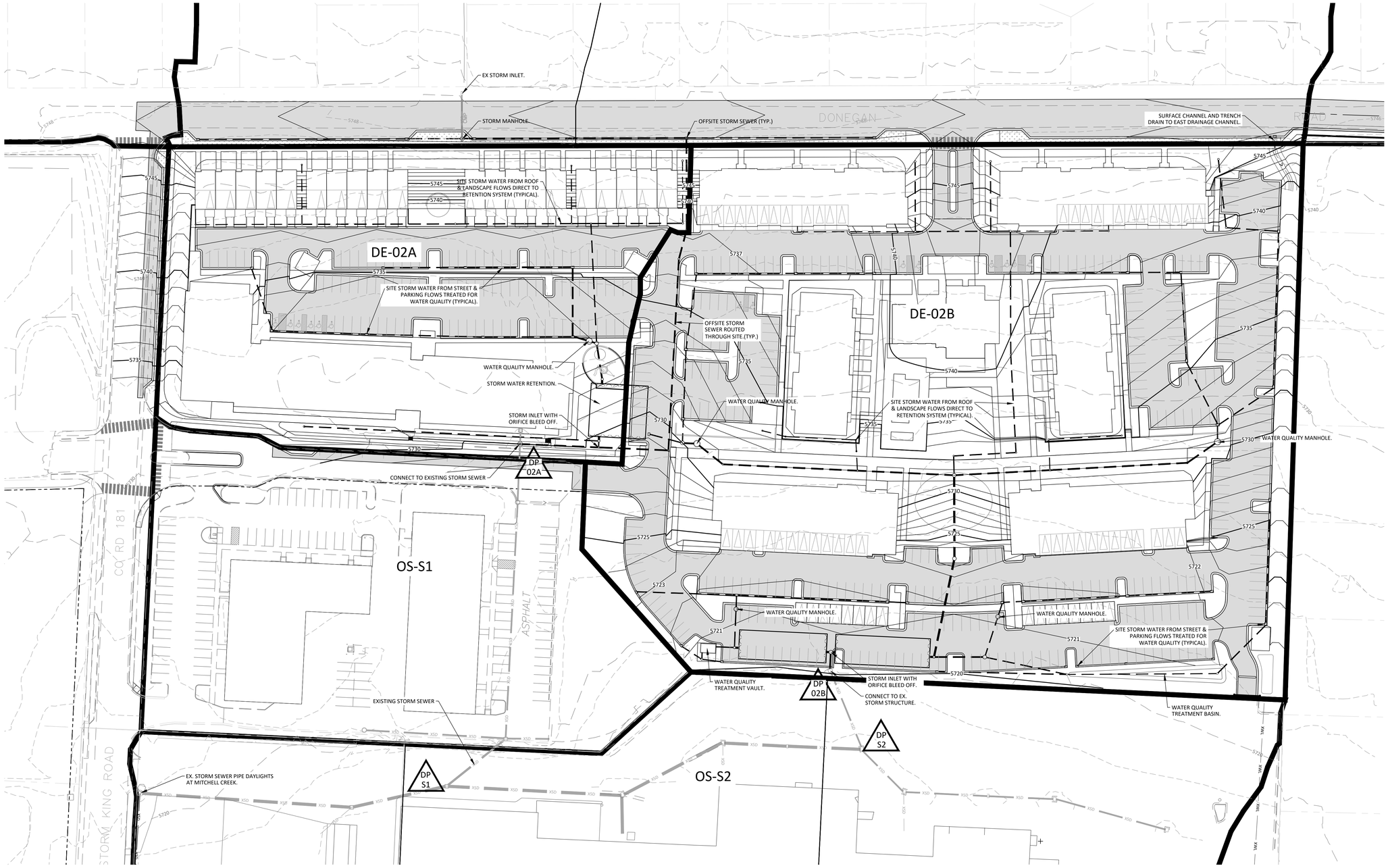
G:\2020\30017\CIVIL\CIVIL DWGS\PES\PES\DWG\30017-DWG.DWG - Mar 10, 2021 - 7:49am

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION



DRAINAGE LEGEND

- EXISTING CONTOUR
- 7900 — EXISTING CONTOUR INTERVAL
- PROPOSED CONTOUR
- 5725 — EXISTING CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DP # — DESIGN POINT

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

DATE	REVISION

TITLE
CONCEPTUAL ONSITE DRAINAGE PLAN

DRAWING NO.
C-4.1

G:\2020\30017\CIVIL\CIVIL DWGS\DE\DWGS\30017-DRG.DWG - Mar 10, 2021 - 7:49am

1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"

2 MASSING VIEW LOOKING SOUTH WEST
NTS

3 MASSING VIEW LOOKING NORTH EAST
NTS

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING / LANDSCAPE ARCHITECTURE
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

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LEGAL
Garfield & Hecht, P.C.
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LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

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Project Name
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Date
03/12/2021

Scale
AS NOTED

Drawing
ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

LA1.0

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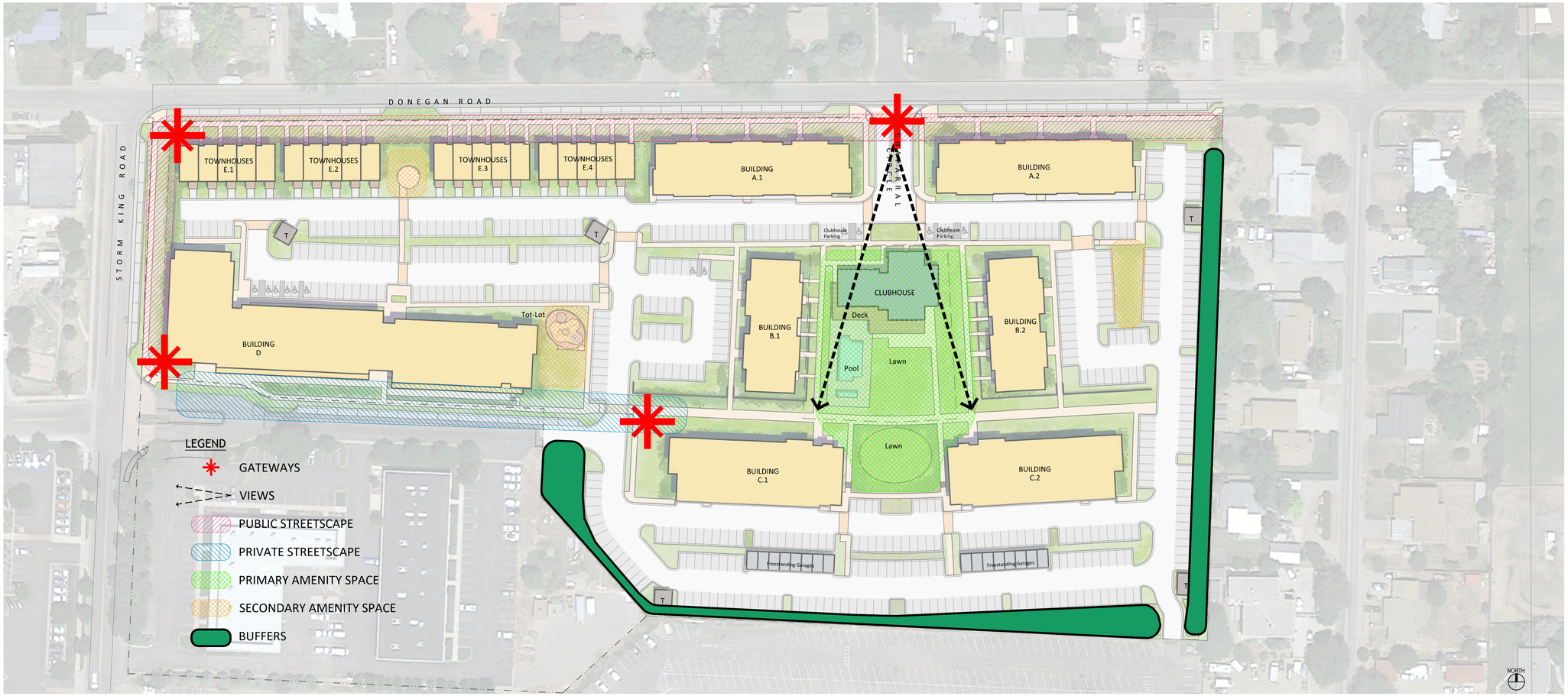
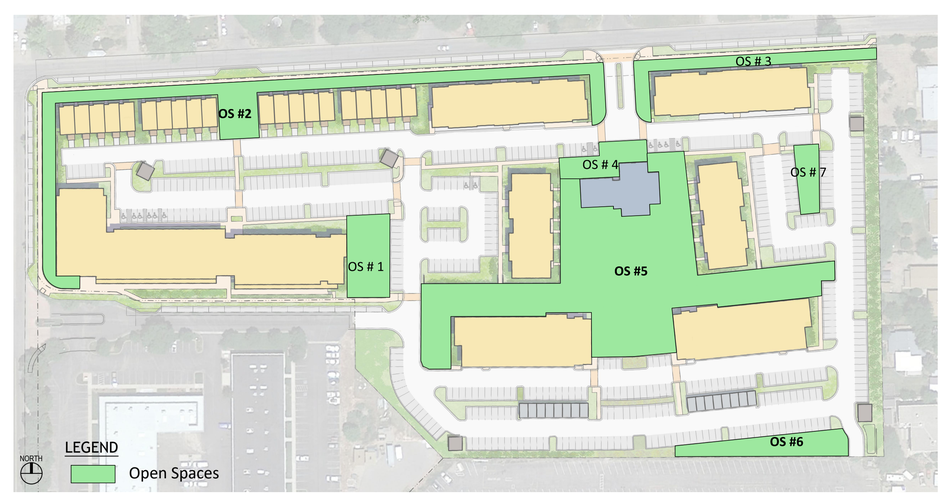


1 OPEN SPACE FRAMEWORK PLAN
1" = 60'-0"

Common Open Space Required (Article 070.040.040, Glenwood Springs Development Code)			
		Land Area	
LOT A		3.04	Acres
LOT B		9.25	Acres
	Total Land Area	12.29	Acres
	Open Space Required (20%)	2.458	Acres
	Open Space Provided	2.51	Acres

Common Open Space Provided (Article 070.040.040, Glenwood Springs Development Code)		
	Land Area	
Open Space #1	6,938.03	SF
Open Space #2	22,581.94	SF
Open Space #3	6,801.81	SF
Open Space #4	4,263.39	SF
Open Space #5	59,019.81	SF
Open Space #6	6,518.92	SF
Open Space #7	2,994.95	SF
Total Common Open Space	109,118.85	SF
	2.51	Acres



2 OPEN SPACE PLAN
1" = 100'-0"

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Drawing
OPEN SPACE FRAMEWORK PLAN

LA2.0

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LANDSCAPE REQUIREMENTS

Landscape Area Required (Article 070.020.020, Glenwood Springs Development Code)		
	Land Area	
Total Land Area	12.29	Acres
Landscape Area Required	2.458	Acres
Landscape Area Provided	~2.50	Acres

Minimum Plant Material Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Trees Required	1 per 400 SF Landscape Area	272
	+ 1 per 8 Parking Spaces	78
	Total	350
Trees Provided		*272
Shrubs Required	1 per 100 SF Landscape Area	1,089
	*10 per 1 tree deficit	730
	Total	1,819
Shrubs Provided		
Perennials Required	1 per 50 SF Landscape Area	2,178
Perennials Provided		2,178

*SHRUBS BEING PROVIDED TO ACCOUNT FOR DEFICIT IN TREES PROVIDED AT RATE OF 10 SHRUBS PER 1 TREE

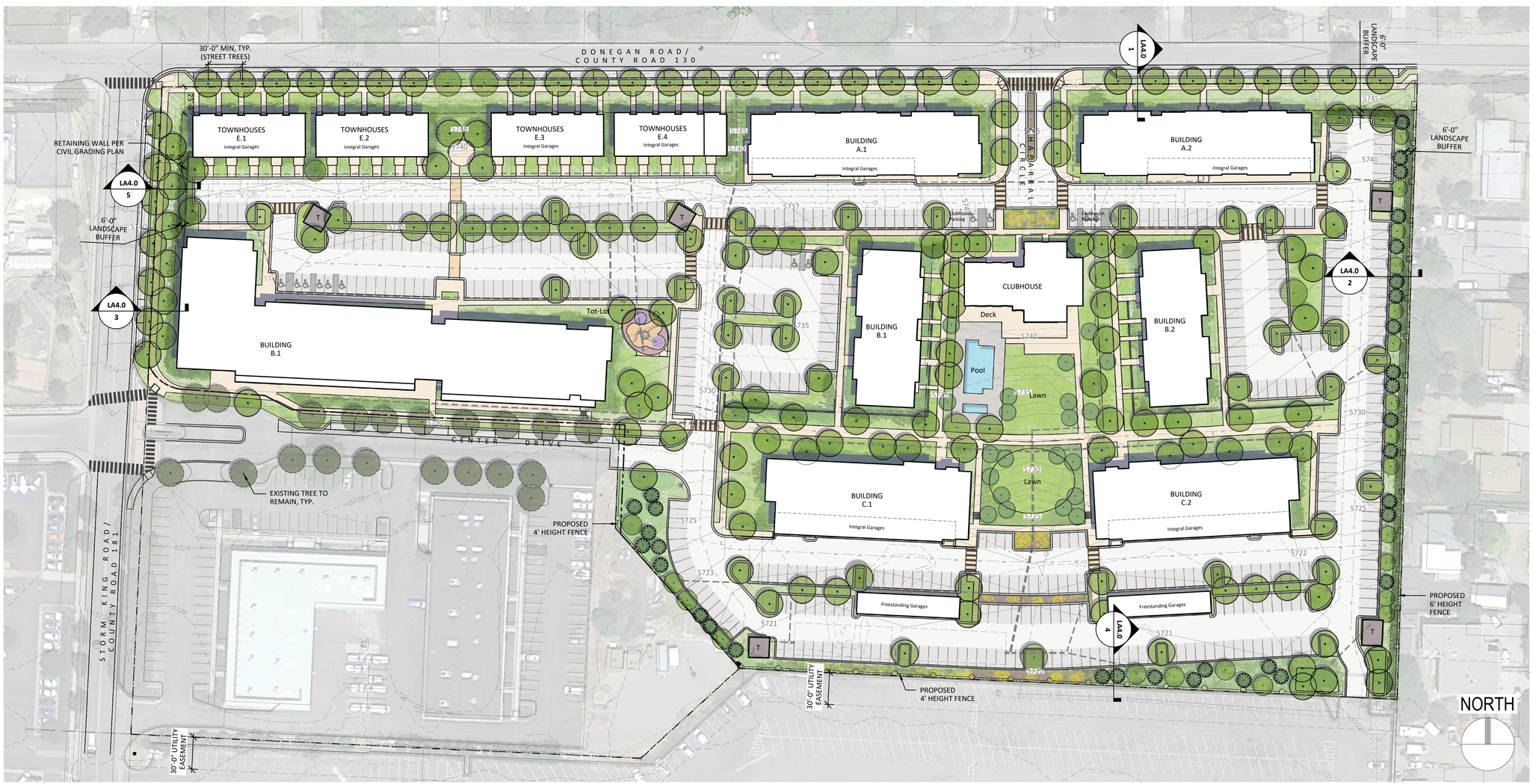
Streetscape Elements Required (Article 070.040.050, Glenwood Springs Development Code)		
		Quantity
Street Trees Required	1 per 50 FT Street Frontage	40
Street Trees Provided		49
Planting Strip Required	Min. 5 FT Wide From Back of Curb	
Planting Strip Provided	Min. 5 FT Wide From Back of Curb	PROVIDED

Parking Area Landscape Required (Article 070.040.060, Glenwood Springs Development Code)		
	Parking Area	
Total Surface Parking Area	182,548	SF
Parking Area Designated for Landscaping Required (20%)	36,510	SF
Parking Area Designated for Landscaping Provided (20%)	36,510	SF
Interior Parking Area Designated for Landscaping Required (10 SF Per Parking Space)	6,250	SF
Interior Parking Area Designated for Landscaping Provided	~23,000	SF

NOTE:
1. THE FINAL PLANT QUANTITIES NEEDED TO MEET THE CITY OF GLENWOOD SPRINGS LANDSCAPE REQUIREMENTS AND THE FINAL PLANTING DESIGN TO BE FINALIZED AT THE TIME OF THE MAJOR SITE/ARCHITECTURAL PLAN REVIEW PROCESS.

LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- 5740 EXISTING CONTOUR
- 5740 PROPOSED CONTOUR
- PROPOSED 6' HT FENCE
- PROPOSED 4' HT FENCE
- DECIDUOUS TREE
- EXISTING TREE TO REMAIN
- EVERGREEN TREE
- BUFFER LANDSCAPE
- LANDSCAPE AREA



1 ILLUSTRATIVE LANDSCAPE PLAN
1" = 50'-0"

SCALE: 1" = 50'-0"
0' 25' 50' 100' 150'

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GLENWOOD SPRINGS, COLORADO

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LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
ILLUSTRATIVE LANDSCAPE PLAN

LA3.0

ANNEXATION AND ZONING SUBMISSION

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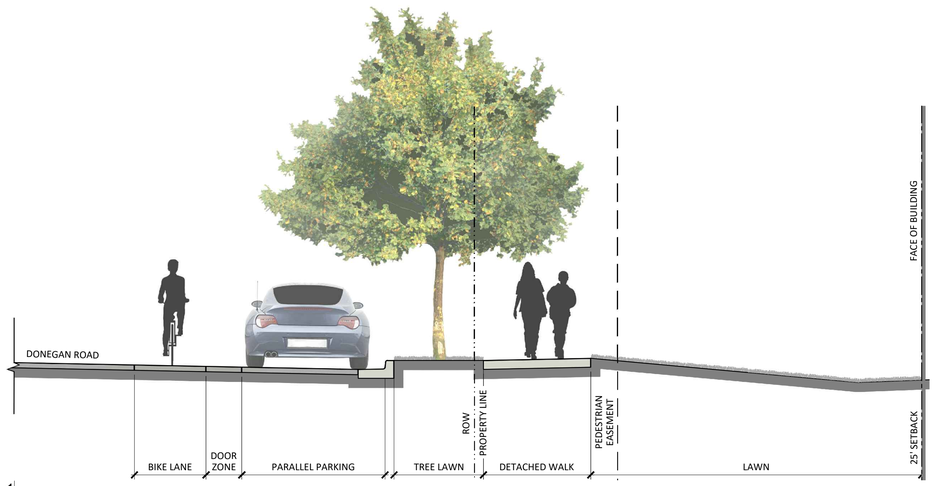
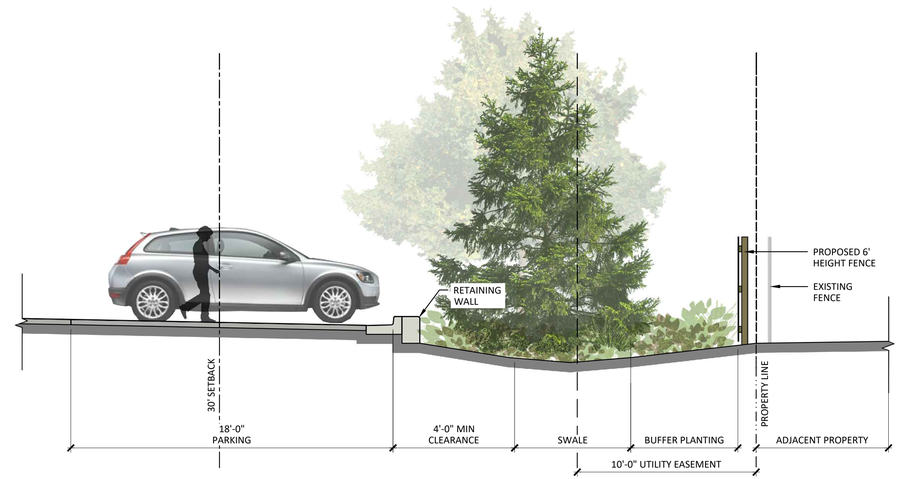


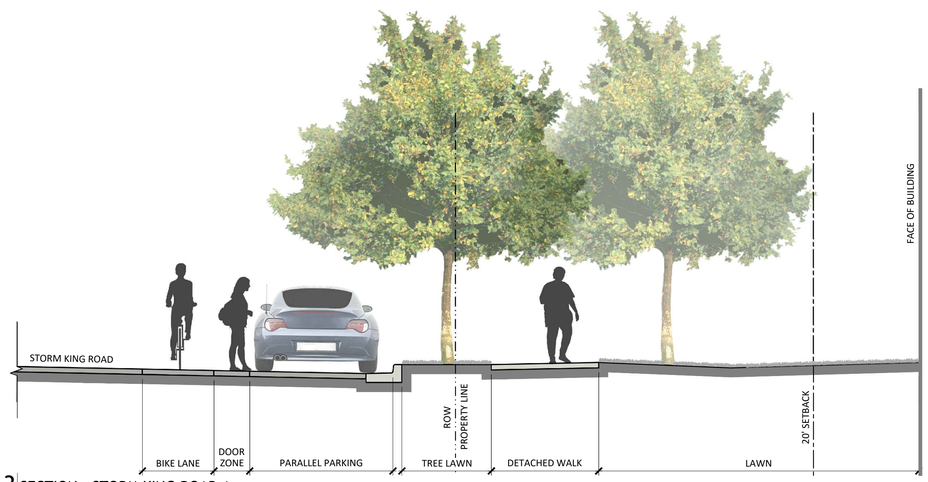
1 SECTION - DONEGAN ROAD

SCALE: 1/4" = 1'-0"



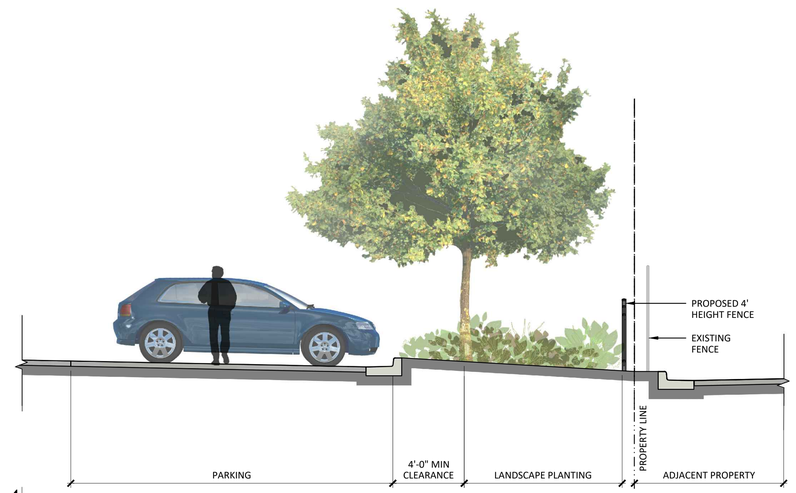
2 SECTION - EAST PROPERTY LINE

SCALE: 1/4" = 1'-0"



3 SECTION - STORM KING ROAD A

SCALE: 1/4" = 1'-0"



4 SECTION - SOUTH PROPERTY LINE

SCALE: 1/4" = 1'-0"

5 SECTION - STORM KING ROAD B

SCALE: 1/4" = 1'-0"

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GLENWOOD SPRINGS, COLORADO

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PLANNING

INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
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Date
03/12/2021

Scale
AS NOTED

Drawing
SITE CROSS SECTIONS

LA4.0

ANNEXATION AND ZONING SUBMISSION

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POTENTIAL PLANT PALETTE (Sheet 1 of 2)

DECIDUOUS CANOPY TREES (AT STREET, PARKING, & INTERNAL AREAS)

Celtis occidentalis
Western Hackberry

Gleditsia tracanthos inermis 'Shademaster'
Shademaster Honeylocust

Gleditsia tracanthos inermis 'Sunburst'
Sunburst Honeylocust

Gymnocladus dioicus 'Espresso'
Espresso Kentucky Coffee Tree

Koelreuteria paniculata
Goldenrain Tree

Tilia americana 'McKSentry'
American Sentry Linden

Ulmus Accolade
Accolate Elm

DECIDUOUS ORNAMENTAL TREES (AT BUFFER & INTERNAL AREAS)

Acer ginnala 'Flame'
Amur Maple

Amelanchier x grandiflora 'Autumn Brilliance'
Autumn Brilliance Serviceberry

Acer glabrum
Rocky Mountain Maple

Crataegus crus-galli 'Inermis'
Thornless Cockspur Hawthorn

Crataegus douglasii
Douglas Hawthorn

Populus tremuloides
Quaking Aspen

Prunus virgiana 'P002S'
Sucker Punch Chokecherry

Quercus gambelii
Gambel Oak

Sorbus aucuparia 'Cardinal Royal'
Cardinal Royal Mountain Ash

EVERGREEN TREES

Pinus mugo 'Tannenbaum'
Tannenbaum Mugo Pine

Pinus nigra
Austrian Pine

Picea pungens
Colorado Spruce

EVERGREEN SHRUBS

Arctostaphylos x coloradoensis Panchito
Panchito Manzanita

Juniperus communis 'Mondap'
Alpine Carpet Juniper

Juniperus x media 'Pfitzerana Compact'
Compact Pfitzer Juniper

Juniperus sabina 'Scandia'
Scandia Juniper

Pinus mugo 'White Bud'
Mugo Pine

NOTES:

1. PLANT MATERIAL SIZES WILL MEET OR EXCEED CITY OF GLENWOOD SPRINGS MINIMUM STANDARDS.

2. FINAL PLANTING SELECTION AND LOCATIONS TO BE FINALIZED DURING THE MAJOR SITE/ARCHITECTURAL PLAN REVIEW PROCESS.

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GLENWOOD SPRINGS, COLORADO

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INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

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Date
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Scale
AS NOTED

Drawing
POTENTIAL PLANT PALETTE

LA5.0

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POTENTIAL PLANT PALETTE (Sheet 2 of 2)

DECIDUOUS SHRUBS

Amorpha canescens
Leadplant

Chamaebatiaria millefolium
Fernbush

Cornus alba 'Bud's Yellow"
Bud's Yellow Dogwood

Cornus alba Ivory Halo
Ivory Halo Dogwood

Cornus sericea
Arctic Fire
Arctic Fire Dogwood

Cotoneaster apiculatus
Cranberry Cotoneaster

Ericameria nauseosa
ssp. nauseosa var.
nauseosa
Dwarf Blue Rabbitbrush

Fallugia paradoxa
Apache plume

Potentilla fruticosa
'Gold Drop'
Gold Drop Potentilla

Potentilla fruticosa
'McKay's White'
McKay's White
Potentilla

Ribes alpinum
Alpine Currant

Ribes aureum
Yellow Flowering Currant

Rubus deliciosus
Boulder Rapsberry

Rhus trilobata
Three Leaf Sumac

Syringa patula
'Miss Kim'
Miss Kim Dwarf Lilac

Viburnum trilobum
'Bailey Compact'
Compact American
Cranberrybush

ORNAMENTAL GRASSES

Bouteloua gracilis
'Blonde Ambition'
Blonde Ambition
Grama Grass

Calamagrostis
brachytricha
Korean Feather Reed
Grass

Festuca glauca
'Boulder Blue'
Boulder Blue Fescue

Helictotrichon
sempervirens
Blue Avena Grass

Koeleria macrantha
Prarie Junegrass

PERENNIALS AND GROUNDCOVERS

Achillea millefolim
'Moonshine'
Moonshine Yarrow

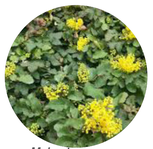
Aquilegia coerulea
Rocky Mountain
Columbine

Aquilegia chrysantha
Yellow Columbine

Arctostaphylos uva-ursi
Kinnikinnick

Blue Siberian Iris
Iris siberica
'Caesar's Brother'

Leucantheum x
superbum 'Alaska'
Shasta Daisy


Mahonia repens
Creeping Colorado
Holly

Penstemon grandiflorus
Prairie Jewel
Prairie Jewel Penstemon

Perovskia atriplicifolia
Russian Sage

Rudbeckia fulgida
'Goldsurm'
Black Eyed Susan

Vinca minor
'Bowles Variety'
Periwinkle

NOTES:

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POTENTIAL PLANT PALETTE

LA5.1

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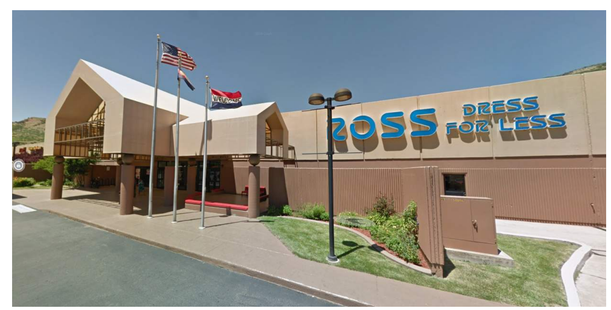
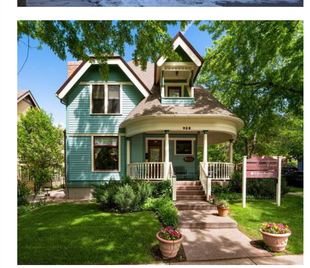
EXISTING WEST GLENWOOD SPRINGS PRECEDENT



HISTORIC GLENWOOD SPRINGS PRECEDENT

EXISTING DOWNTOWN GLENWOOD SPRINGS PRECEDENT



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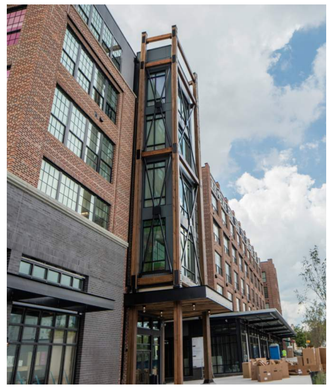
TOWNHOME AND WALK-UP BUILDING PRECEDENT

CLUBHOUSE PRECEDENT

APARTMENT BUILDING PRECEDENT



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ARCHITECTURAL PRECEDENT

A1.1

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CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

PROPOSED MATERIAL LEGEND

1. FIBER CEMENT SIDING
2. BRICK MASONRY CLADDING
3. METAL SUNSHADE
4. METAL & WOOD DECK
5. STANDING SEAM METAL ROOFING
6. METAL COPING

KEY PLAN

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Drawing
CONCEPT RENDERING

A2.0

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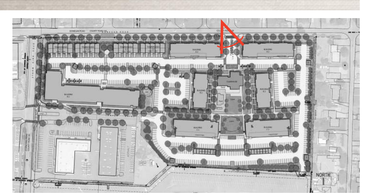
CONCEPT RENDERING - VIEW LOOKING SOUTH AT THE ENTRANCE FROM DONEGAN RD.

PROPOSED MATERIAL LEGEND

1. FIBER CEMENT SIDING
2. BRICK MASONRY CLADDING
3. METAL SUNSHADE
4. METAL & WOOD DECK
5. STANDING SEAM METAL ROOFING
6. METAL COPING



KEY PLAN

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
CONCEPT RENDERING

A2.1

ANNEXATION AND ZONING SUBMISSION

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CONCEPT RENDERING - VIEW LOOKING SOUTHWEST FROM DONEGAN RD.

PROPOSED MATERIAL LEGEND

1. FIBER CEMENT SIDING
2. BRICK MASONRY CLADDING
3. METAL SUNSHADE
4. METAL & WOOD DECK
5. STANDING SEAM METAL ROOFING
6. METAL COPING

KEY PLAN

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
CONCEPT RENDERING

A2.2

ANNEXATION AND ZONING SUBMISSION

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CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CENTER DRIVE

PROPOSED MATERIAL LEGEND

1. FIBER CEMENT SIDING
2. BRICK MASONRY CLADDING
3. METAL SUNSHADE
4. METAL & WOOD DECK
5. STANDING SEAM METAL ROOFING
6. METAL COPING

KEY PLAN

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
03/12/2021

Scale
AS NOTED

Drawing
CONCEPT RENDERING

A2.3

ANNEXATION AND ZONING SUBMISSION

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Traffic Impact Study

480 Donegan
Glenwood Springs, Colorado

Prepared for:

Sopris Engineering, LLC

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

480 Donegan

Glenwood Springs, Colorado

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502 Main Street, Suite A-3
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March 2021

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1.0 EXECUTIVE SUMMARY

A new residential project named 480 Donegan is proposed to be located on the southeast corner of the intersection of Donegan Road and Storm King Road in Glenwood Springs, Colorado. The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2022 short term and 2040 long term horizons.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Glenwood Springs and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Donegan Road and Chapparal Circle
- Donegan Road and Mel Ray Road
- State Highway 6 (SH-6) and Donegan Road
- Center Drive and Storm King Road
- State Highway 6 (SH-6) and Storm King Road
- State Highway 6 (SH-6) and Mel Ray Road
- Donegan Road and Storm King Road

In addition, one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road were also evaluated.

Regional access to the project will be provided by Interstate 70 (I-70), State Highway 82 (SH-82), and State Highway 6 (SH-6). Primary access will be provided by Donegan Road, Storm

King Road and Mel Ray Road. Direct access to the site will be provided by one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road. The access along Donegan Road is proposed to align with Chapparal Circle while the south access along Storm King Road is proposed to align with Center Drive.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour.

Distribution of project traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, demographic information, and the proposed access system for the project. Assignment of project traffic was based upon the trip generation described previously and the distributions developed.

Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 “STOP” sign installed for the northbound exiting driveway approach.

- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 “STOP” signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.

- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.

- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

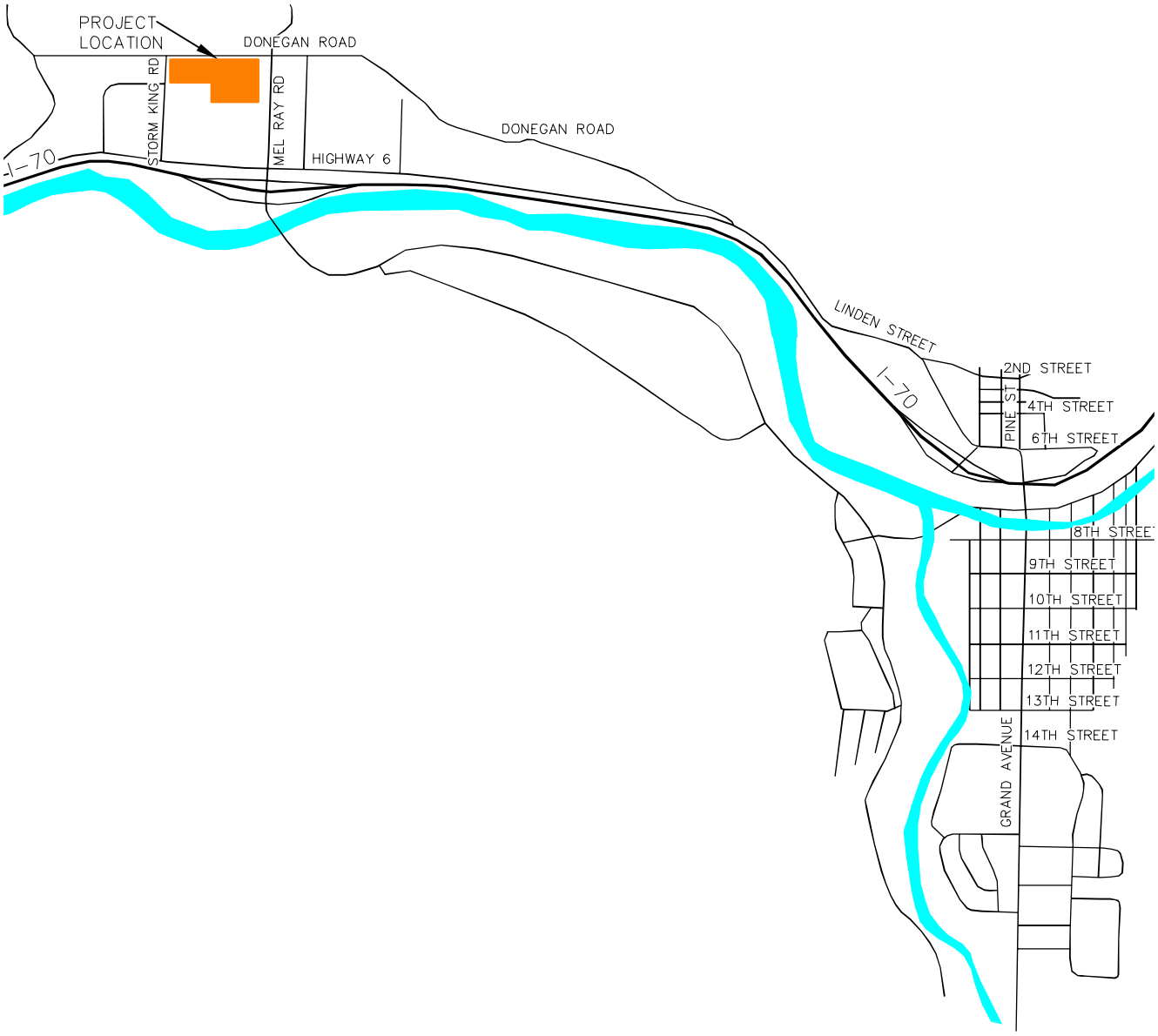
2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with a new residential project named 480 Donegan that is proposed to be located on the southeast corner of the intersection of Donegan Road and Storm King Road in Glenwood Springs, Colorado. A vicinity map illustrating the project site location is shown in **Figure 1**. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property. A conceptual site plan illustrating the project and access locations is shown in **Appendix E**. It is expected that the project will be completed within the next couple of years; therefore, analysis was completed for the 2022 short term and 2040 long term horizons.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were incorporated into this traffic study in accordance with the City of Glenwood Springs and CDOT standards:

- Donegan Road and Chapparal Circle
- Donegan Road and Mel Ray Road
- State Highway 6 (SH-6) and Donegan Road
- Center Drive and Storm King Road
- State Highway 6 (SH-6) and Storm King Road
- State Highway 6 (SH-6) and Mel Ray Road
- Donegan Road and Storm King Road

In addition, one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road were also evaluated.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
VICINITY MAP

FIGURE 1

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is currently vacant land. To the east of the site are existing residences, a church, and Glenwood Springs Middle School. To the west of the site are existing residences, auto dealerships, and Two Rivers Community School. The area to the north of the project is primarily residential. To the south of the project is the Glenwood Springs Mall. The land uses and roadway network surrounding the site within the study area are shown in the aerial of **Figure 2**.

3.2 Existing Roadway Network and Future Access

Donegan Road is a two-lane roadway with one through lane in each direction, eastbound and westbound within the project limits. The roadway has a posted speed limit of 25 miles per hour in the vicinity of the site. Storm King Road and Mel Ray Road are both two-lane roadways with one through lane in each direction, northbound and southbound, within the project limits. These roadways have a posted speed limit of 25 miles per hour in the vicinity of the site. SH-6 is a two-lane roadway with one through lane in each direction, eastbound and westbound, within the project limits. The roadway has a posted speed limit of 40 miles per hour in the project study area.

The intersection of Donegan Road and Chapparal Circle is an unsignalized three-leg T-intersection with stop control on the southbound Chapparal Circle approach. This intersection currently has one lane for shared movements on all approaches. With construction of this project, a full access is proposed to align with Chapparal Circle.

The intersection of Donegan Road and Mel Ray Road is a four-leg all-way stop controlled intersection. This intersection currently has one lane for all movements at each approach.

The intersection of SH-6 and Donegan Road (approximately 1.2 miles east of the site) is an unsignalized three-leg T-intersection with stop control on the southbound approach. The westbound approach of SH-6 contains a right turn slip lane for traffic continuing west on Donegan Road. All approaches at this intersection have a single lane for shared movements.

Kimley»Horn
NORTH
NTS 096671004

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
SITE AREA

FIGURE 2

Kimley»Horn

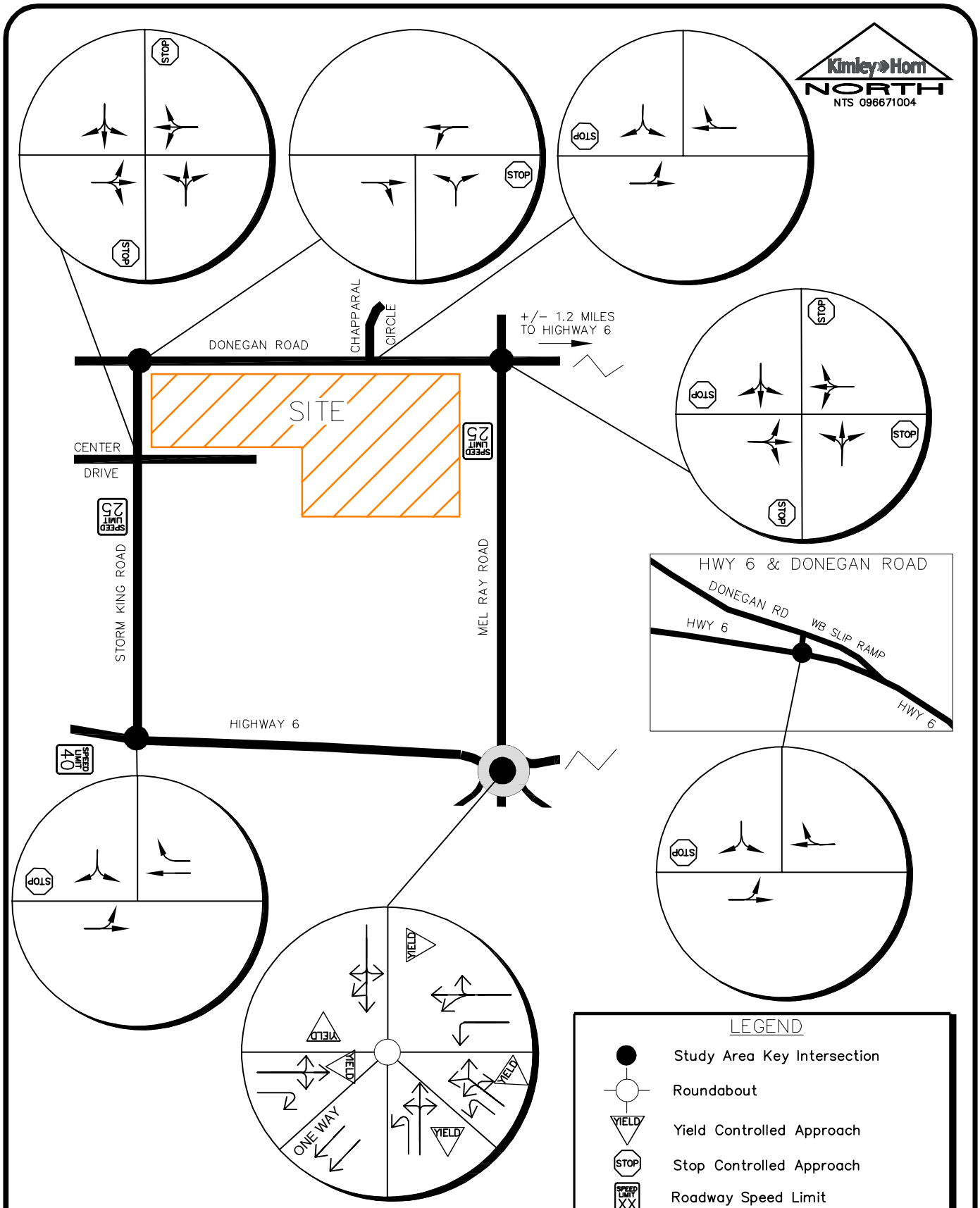
The intersection of Center Drive and Storm King Road is an unsignalized four-leg intersection with stop control on the eastbound and westbound approaches. This intersection currently has a single lane for shared movements at all approaches. With construction of this project, the east leg will also provide shared access to this development area.

The intersection of SH-6 and Storm King Road is an unsignalized three-leg intersection with stop control on the southbound approach. The westbound approach consists of a through lane and a right turn lane. The eastbound and southbound approaches consist of a single lane for shared movements.

The roundabout of SH-6 and Mel Ray Road is a six-leg two-lane roundabout that provides access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. All legs of this roundabout provide two-lane approaches except for the southbound approach on Mel Ray Road which provides a single lane.

The existing T-intersection of Donegan Road and Storm King Road is unsignalized with stop control on the northbound approach. The three approaches of this intersection all provide a single lane for shared movements. The intersection lane configuration and control for the study area intersections are shown in **Figure 3**.

Regional access to the project will be provided by Interstate 70 (I-70), State Highway 82 (SH-82), and State Highway 6 (SH-6). Primary access will be provided by Donegan Road, Storm King Road and Mel Ray Road. Direct access to the site will be provided by one full movement project access along the east side of Storm King Road as well as one full movement access along the south side of Donegan Road. The access along Donegan Road is proposed to align with Chapparal Circle while the south access along Storm King Road is proposed to align with Center Drive.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
EXISTING LANE CONFIGURATIONS AND CONTROL

FIGURE 3

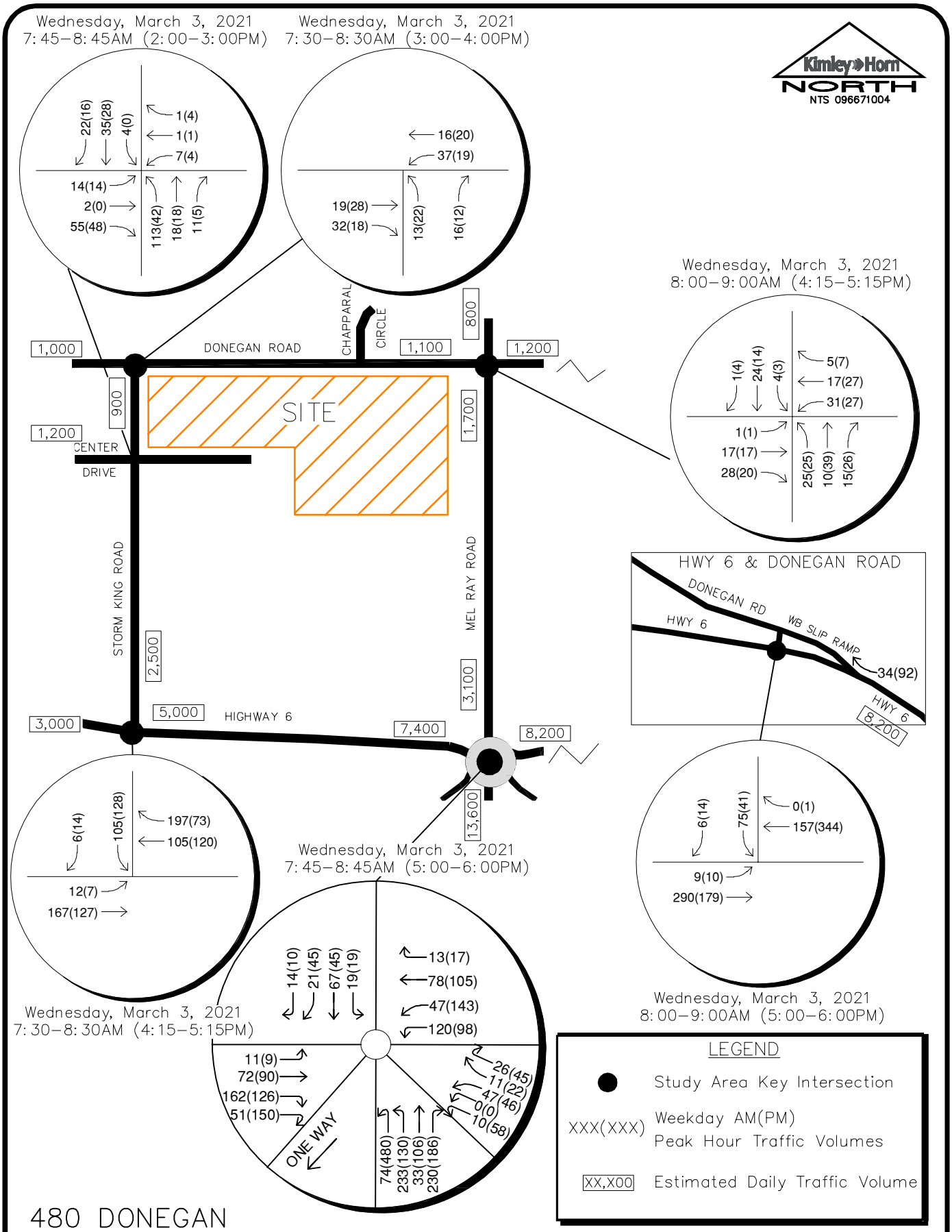
3.3 Existing Traffic Volumes

Existing peak hour turning movement vehicle, pedestrian, and bicycle counts were conducted at key study area intersections on Wednesday, March 3, 2021. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The intersection of Donegan Road and Chapparal Circle turning movement volumes were derived from the trip generation potential of the surrounding area and the counts derived from the counted intersections due to the current COVID conditions. The existing intersection vehicle traffic volumes are shown in **Figure 4** while existing pedestrian and bicycle counts are illustrated in **Figure 5**. Traffic count sheets are provided in **Appendix A**.

The existing turning movement counts collected on SH-6 for this project from March 2021 were compared with daily traffic volume counts conducted by CDOT in 2018 on SH-6 west of SH-82 to determine an applicable COVID-19 adjustment. The 2018 volumes were grown by 0.13 percent per year based on the CDOT Online Transportation Information System (OTIS) growth rate to reflect 2021 volumes. This roadway segment was chosen to provide a comparison to determine an appropriate COVID-19 adjustment factor since it is near this project study area and the most applicable data available. Based on comparison of the data, the counts conducted in March of 2021 needed to be increased by 35 percent during the morning and afternoon peak hours to represent normal traffic conditions to account for COVID-19. These adjusted turning movement counts are shown in **Figure 6** with COVID-19 calculations located in **Appendix B**.

3.4 Unspecified Development Traffic Growth

According to traffic projections provided by CDOT OTIS, SH-6 is expected to have a 20-year growth factor of 1.03. This equates to an annual growth rate of approximately 0.13 percent. To be conservative, an annual growth rate of 0.5 percent was used to calculate short term 2022 and long term 2040 background traffic projections for the key intersections and roadways in the study area. Since the retail center to the south of the project was operating at a reduced capacity at the time of the traffic counts, trip estimates for this retail center were also assigned and included as background traffic in 2022 and 2040. CDOT OTIS traffic information is included in **Appendix B**. Background traffic volumes for 2022 and 2040 are shown in **Figure 7** and **Figure 8**, respectively.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING VOLUMES

FIGURE 4

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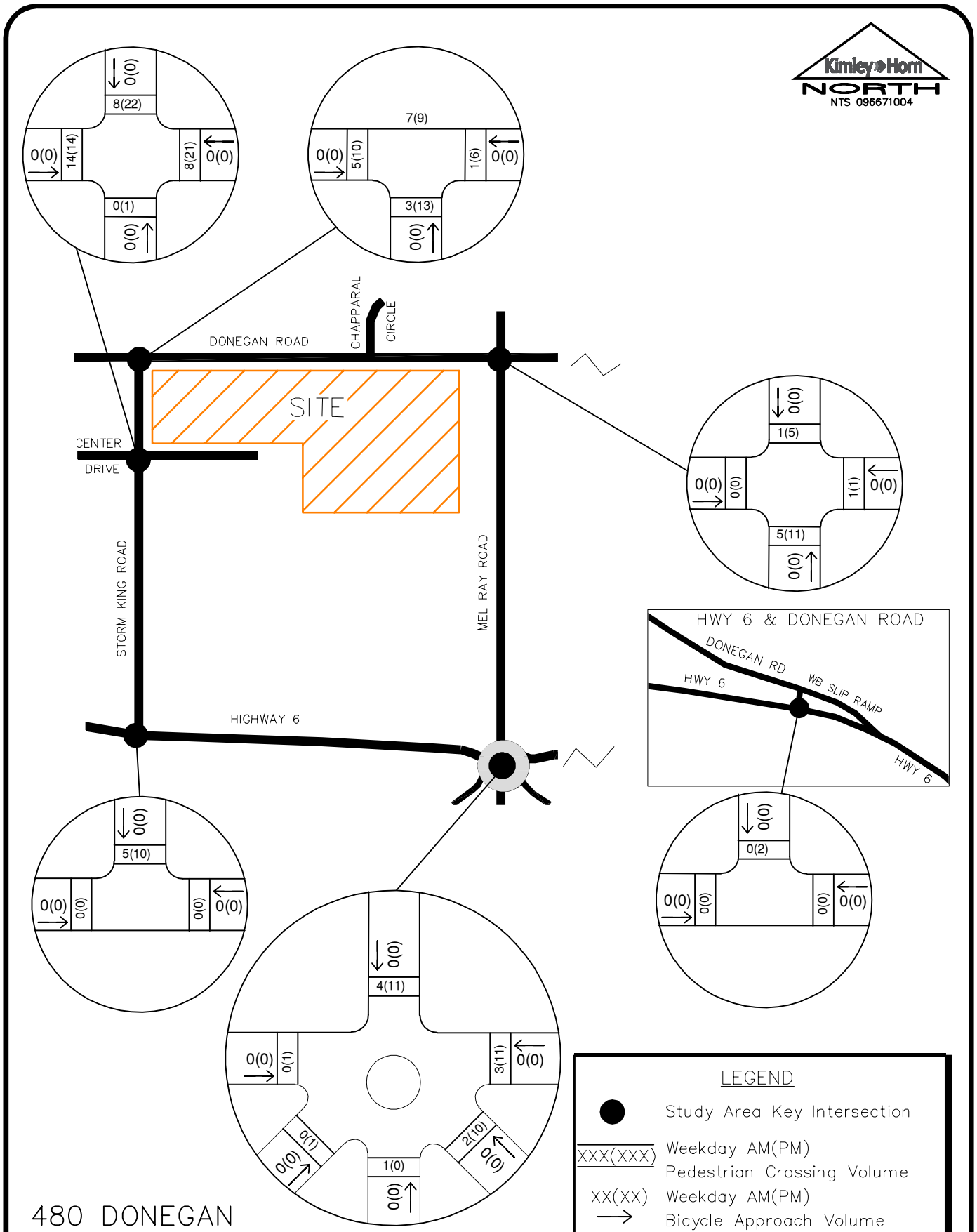

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING PEDESTRIAN & BICYCLE VOLUMES

FIGURE 5

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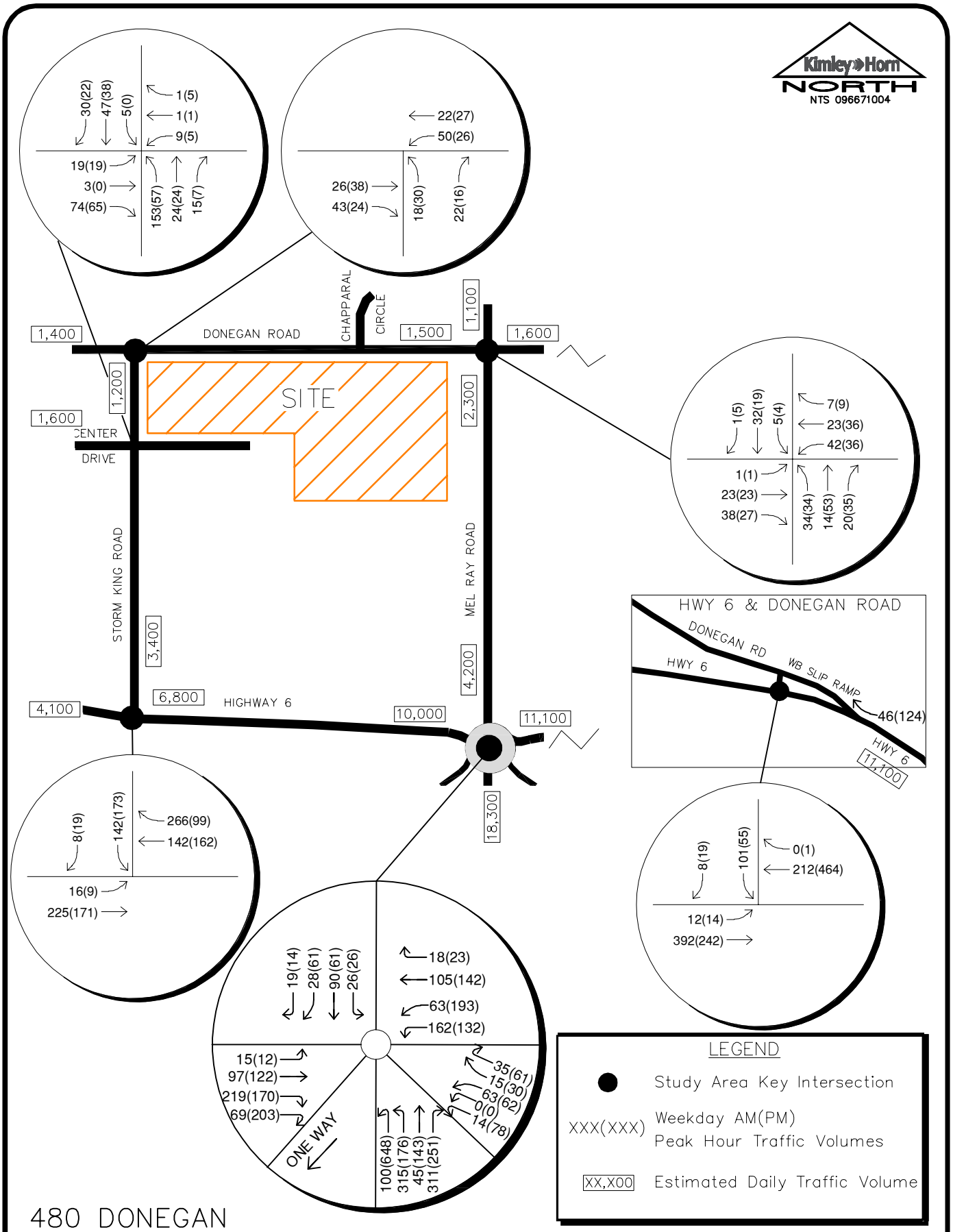

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2021 EXISTING ADJUSTED VOLUMES

FIGURE 6

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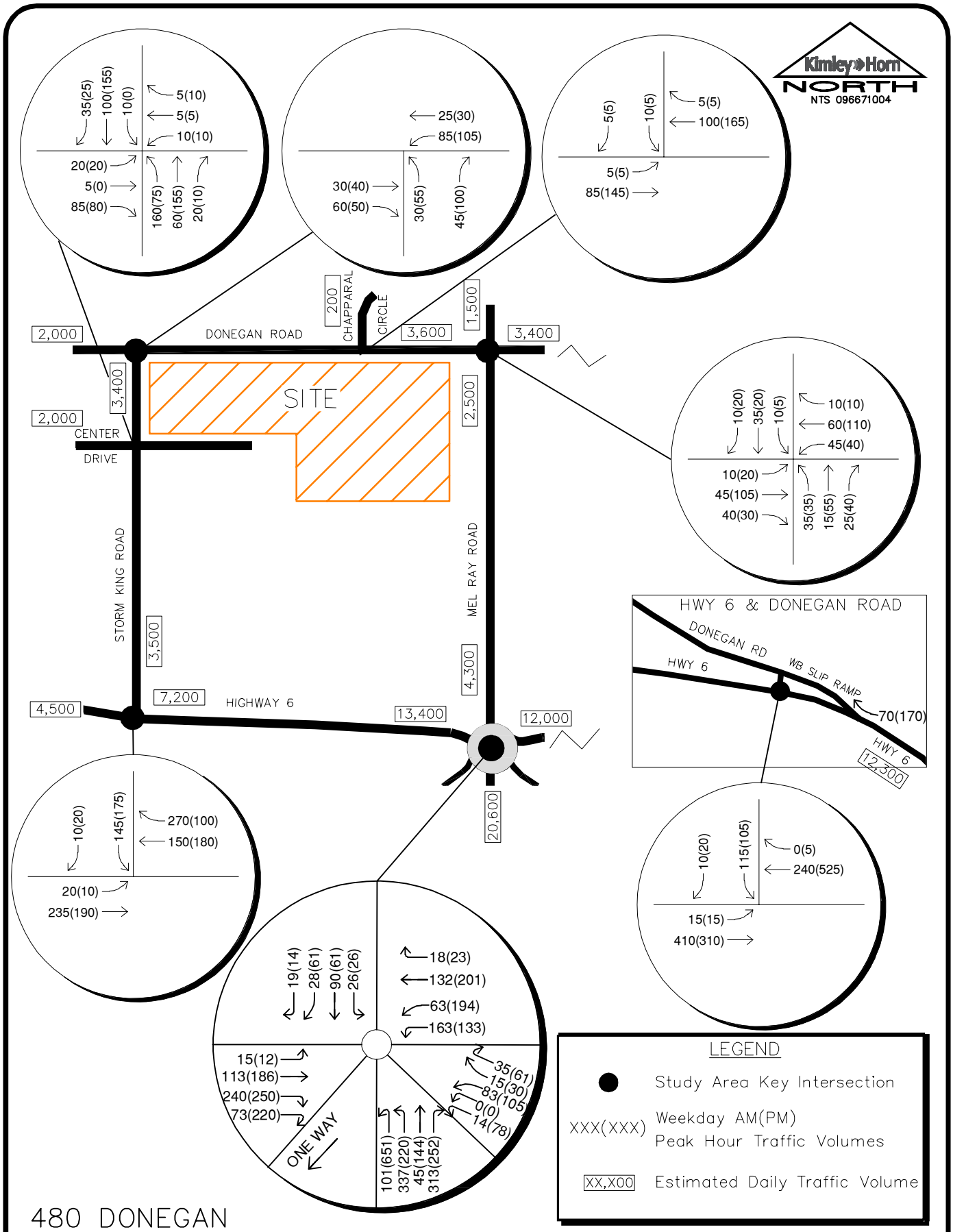

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2022 BACKGROUND TRAFFIC VOLUMES

FIGURE 7

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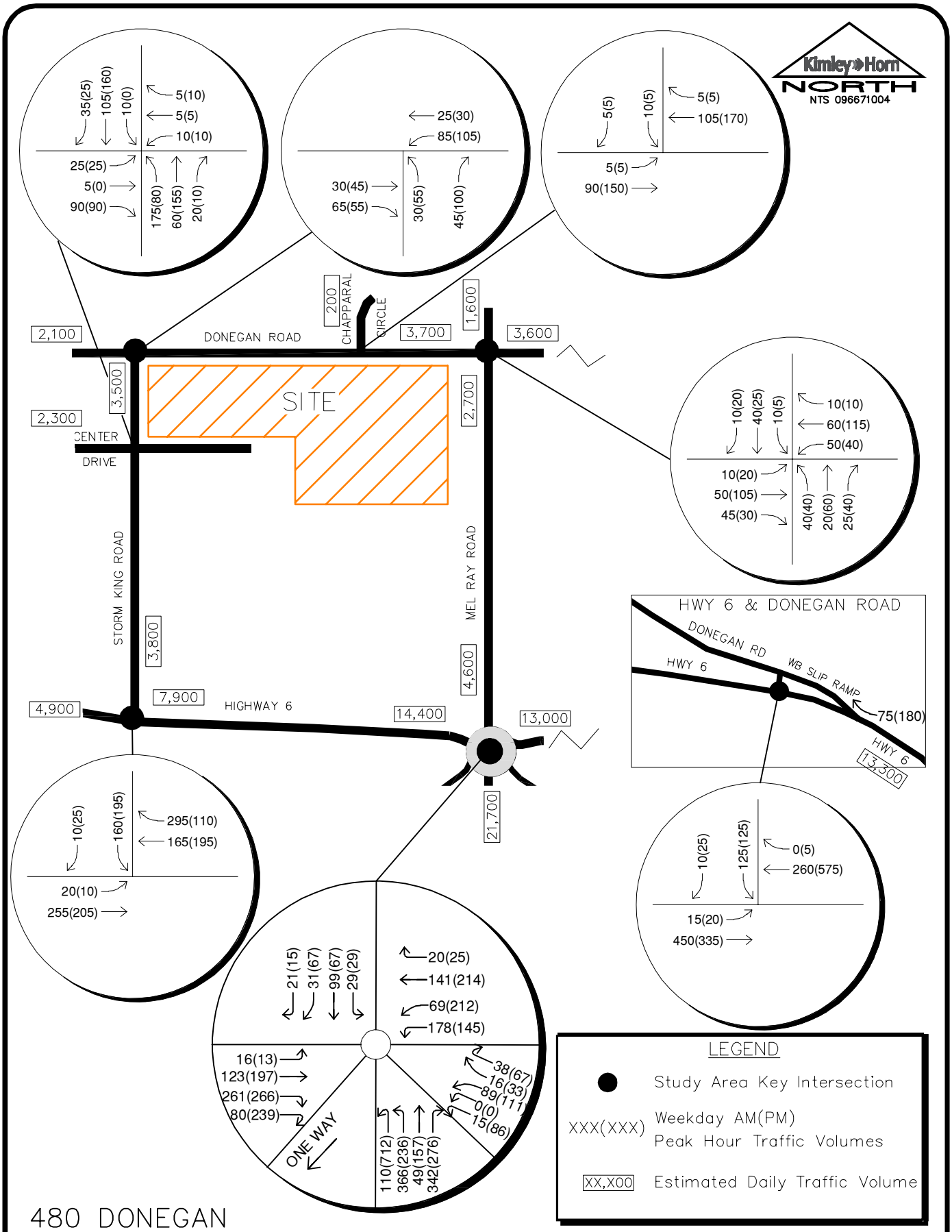

480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 8

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4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates and fitted curve equations that apply to Low-Rise Multifamily Housing (ITE Land Use Code 220), Mid-Rise Multifamily Housing (ITE Code 221), and High Turnover Sit-Down Restaurant (ITE Code 932) for traffic associated with the development.

The 480 Donegan development is anticipated to include 360 multifamily dwelling units and a 2,000 square foot restaurant. The 360 multifamily residences are planned as 20 townhouses, 13 live-work units, and 327 apartments. Differentiation is not provided for the for-sale or for-rent multi-family uses in the 10th Edition of ITE Trip Generation. The live-work units typically cause a reduction in traffic generation by providing a place of employment within the residence. However, no reduction to the traffic volumes were applied for these units. The proposed restaurant is anticipated to primarily be an amenity internal to the site; however, was included for evaluation to provide a conservative analysis. Of note, based on other developments, approximately 80 percent of the business for the restaurant comes from the residents of the property.

As identified in ITE Trip Generation 10th Edition, Low-Rise Multifamily Housing (ITE 220) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors); therefore, the 20 townhouses were evaluated with this land use code. Likewise, Mid-Rise Multifamily Housing (ITE 221) includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors); therefore, the apartments and live-work units were evaluated with this land use code.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

480 Donegan is expected to generate approximately 2,188 weekday daily trips, with 144 of these trips occurring during the morning peak hour and 177 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 10th Edition – Volume 1: User's Guide and Handbook*, 2017. **Table 1** summarizes the estimated trip generation for the proposed development. The trip generation worksheets are included in **Appendix C**.

Table 1 – 480 Donegan Traffic Generation

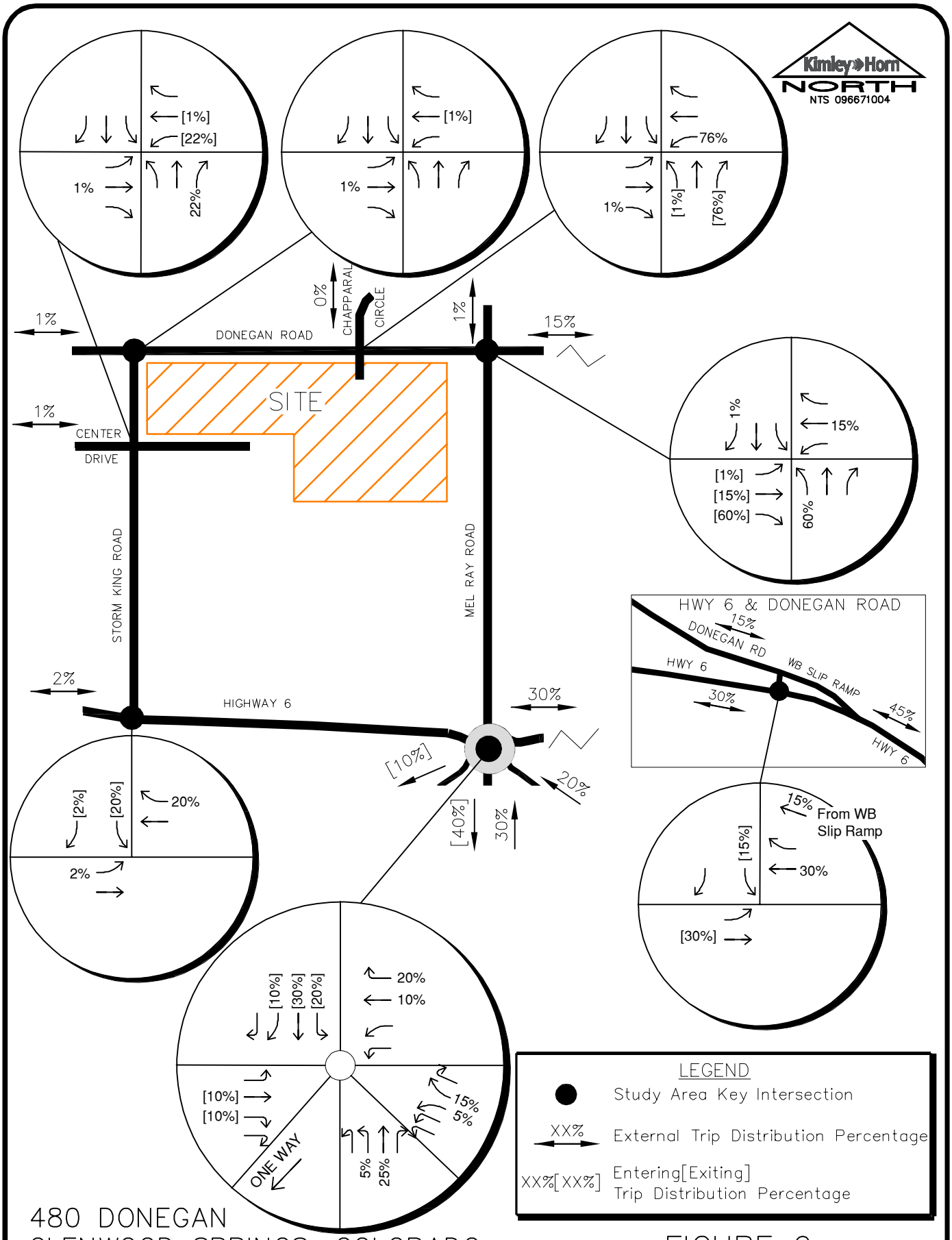
Land Use	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Low-Rise Multifamily Housing (ITE 220) – 20 Dwelling Units	100	2	8	10	9	5	14
Mid-Rise Multifamily Housing (ITE 221) – 340 Dwelling Units	1,852	30	84	114	87	56	143
Sit-Down Restaurant (ITE 932) – 2,000 Square Feet	226	11	9	20	12	8	20
Total Site Generated Trips	**2,188**	**43**	**101**	**144**	**108**	**69**	**177**

4.2 Trip Distribution

Distribution of site traffic was based on the area street system characteristics, existing traffic patterns and volumes, existing demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution is illustrated in **Figure 9.**

4.3 Traffic Assignment and Total (Background Plus Project Traffic

Project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment is shown in **Figure 10** for 480 Donegan. Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short term 2022 horizon and long term 2040 horizon. These total traffic volumes for the project study area are illustrated for the 2022 and 2040 horizon years in **Figures 11** and **12**, respectively.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
PROJECT TRIP DISTRIBUTION

FIGURE 9

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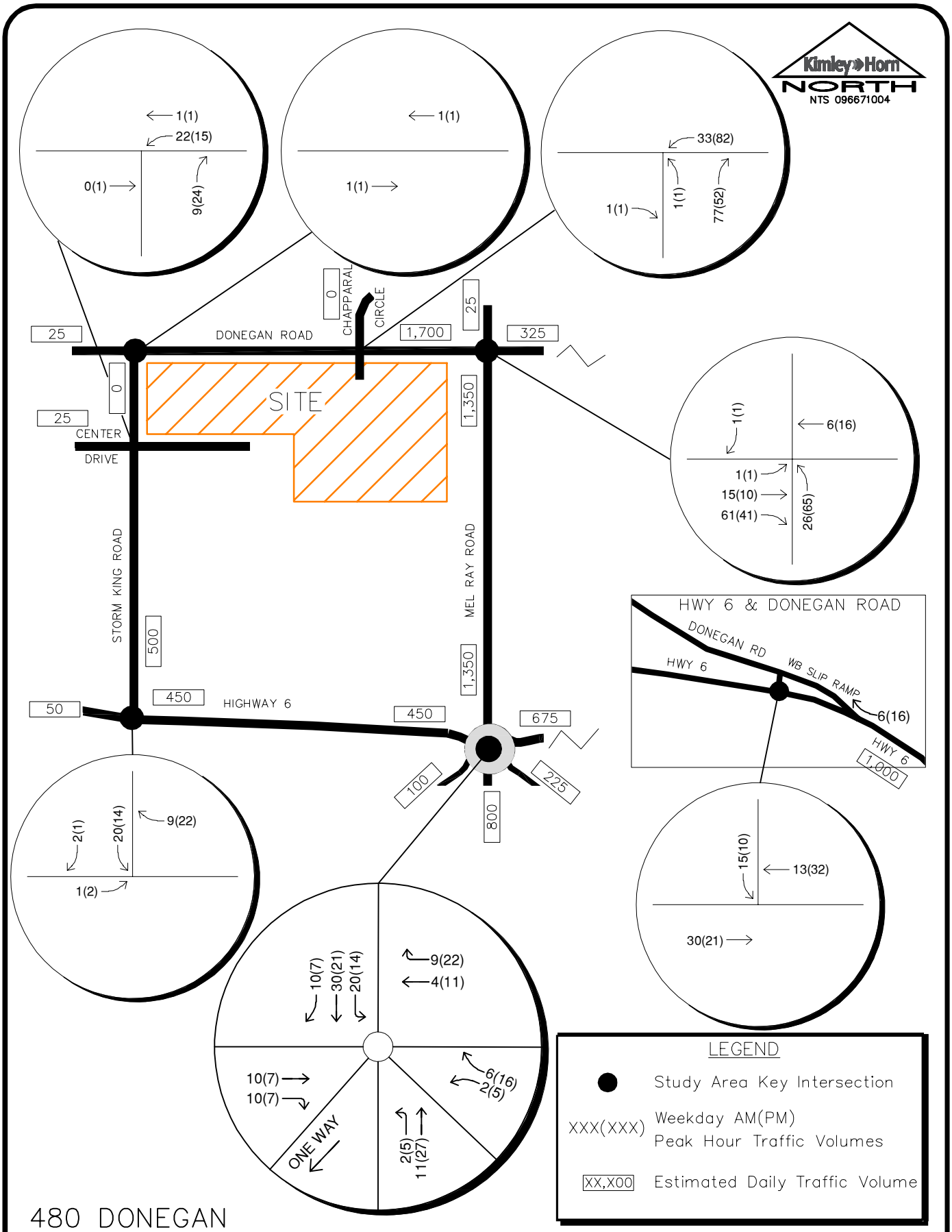
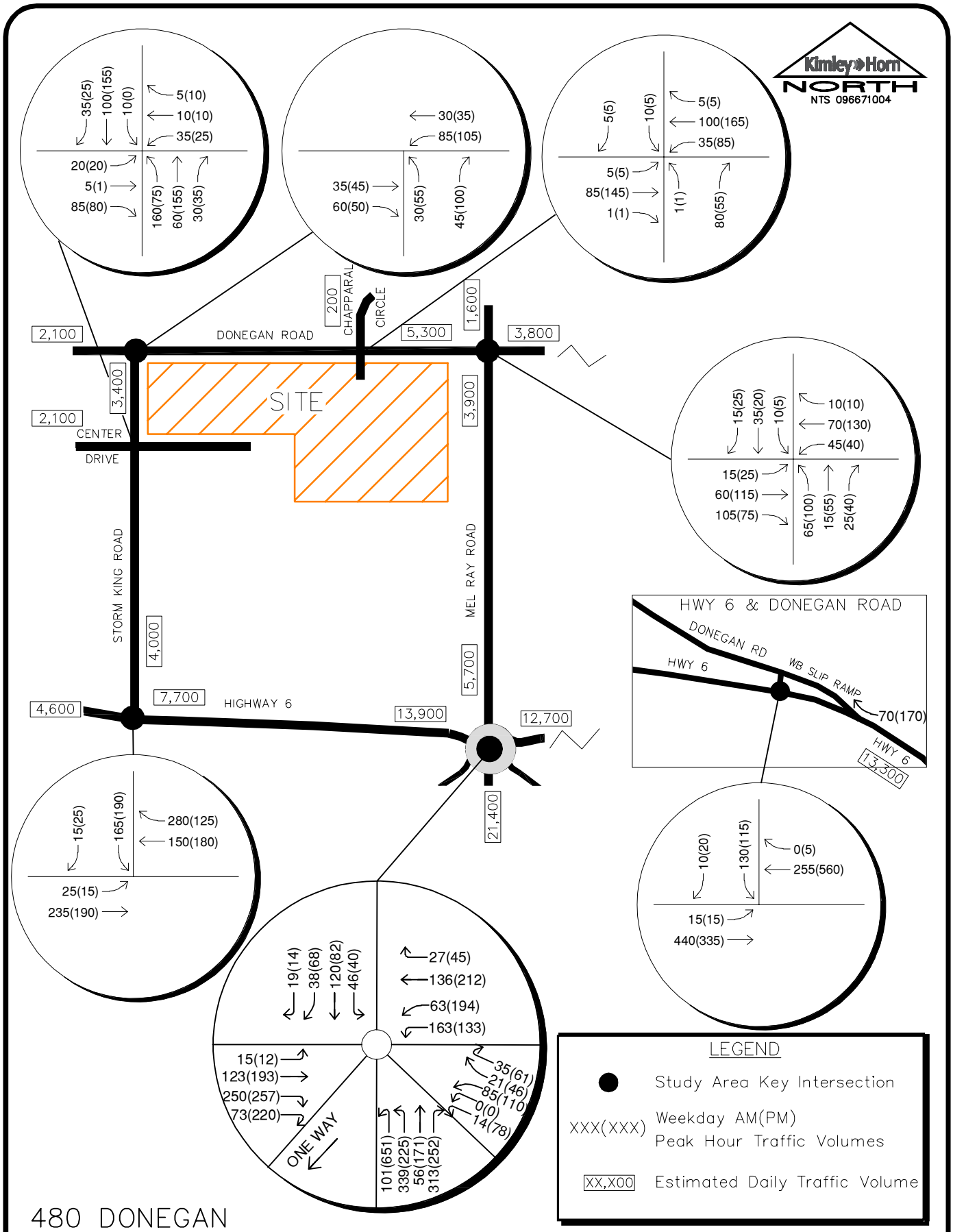


480 DONEGAN
GLENWOOD SPRINGS, COLORADO
PROJECT TRAFFIC ASSIGNMENT

FIGURE 10

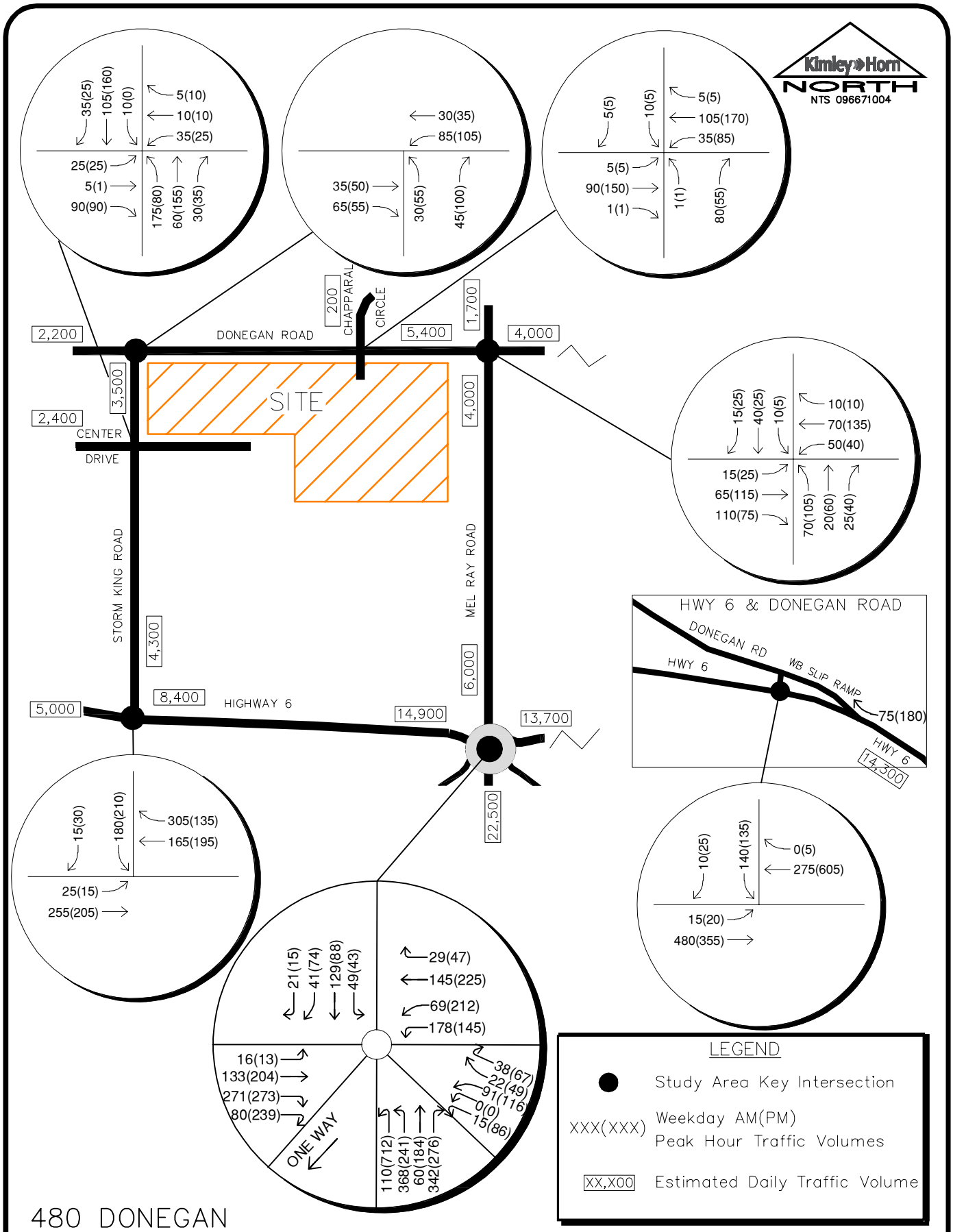
Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2022 TOTAL TRAFFIC VOLUMES

FIGURE 11

Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2040 TOTAL TRAFFIC VOLUMES

FIGURE 12

Kimley»Horn

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2022 and 2040 development horizons at the identified key intersections and access driveways. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Glenwood Springs has adopted LOS D as the minimum acceptable level of service for all movements and approaches when evaluating intersection operations. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized and four-way stop controlled intersection is defined for each approach and for the intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 3.** The existing peak hour factors were utilized in the intersection operational analysis. Sidra software was used to evaluate the roundabout intersection at SH-6 and Mel Ray Road, while Synchro traffic analysis software was used to analyze the unsignalized key intersections and access driveways for level of service.

Donegan Road and Chapparal Circle/Project Access

The Donegan Road and Chapparal Circle intersection is a three-leg T-intersection with stop control on the southbound Chapparal Circle approach. The movements at this intersection currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, a south leg is proposed as a project access. It is recommended that the south leg have one lane for shared movements and a R1-1 STOP sign installed on the northbound approach. Throughout 2040, all movements at this intersection are anticipated to operate acceptably with LOS B or better. **Table 3** provides the level of service results.

Table 3 – Donegan Road and Chapparal Circle/Project Access LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	7.3	A	7.4	A
Southbound Approach	9.1	A	9.1	A
2022 Background				
Eastbound Left	7.5	A	7.6	A
Southbound Approach	9.5	A	10.0	B
2022 Background Plus Project				
Northbound Approach	9.1	A	9.5	A
Eastbound Left	7.5	A	7.6	A
Westbound Left	7.5	A	7.7	A
Southbound Approach	10.8	B	11.9	B
2040 Background				
Eastbound Left	7.5	A	7.6	A
Southbound Approach	9.5	A	10.0	B
2040 Background Plus Project				
Northbound Approach	9.2	A	9.5	A
Eastbound Left	7.5	A	7.6	A
Westbound Left	7.5	A	7.7	A
Southbound Approach	10.9	B	12.1	B

Donegan Road and Mel Ray Road

The intersection of Donegan Road and Mel Ray Road is a four-leg intersection with stop control on all approaches. This intersection currently operates acceptably with LOS A during the morning and afternoon peak hours. With the existing lane configuration and control, this intersection is anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout 2040. **Table 4** shows the level of service results at this intersection.

Table 4 – Donegan Road and Mel Ray Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing	7.8	A	7.9	A
2022 Background	8.4	A	9.2	A
2022 Background Plus Project	9.3	A	10.8	B
2040 Background	8.6	A	9.4	A
2040 Background Plus Project	9.5	A	11.1	B

SH-6 and Donegan Road

The intersection of SH-6 and Donegan Road is a three-leg intersection with stop control on the southbound approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With the existing lane configurations and control, the movements at this intersection are all expected to continue to operate acceptably during the peak hours in 2022 with or without the addition of project traffic. By 2040, the southbound approach at this intersection may degrade to operate with LOS E during the afternoon peak hour with or without the addition of project traffic. In order to provide acceptable operations, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at this intersection to facilitate two-stage left turn movements. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane. With this improvement, the movements at this intersection are expected to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 5** shows the level of service results at this intersection.

Table 5 – SH-6 and Donegan Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	7.7	A	8.4	A
Southbound Approach	17.1	C	16.7	C
2022 Background				
Eastbound Left	7.8	A	8.7	A
Southbound Approach	19.6	C	25.2	D
2022 Background Plus Project				
Eastbound Left	7.9	A	8.8	A
Southbound Approach	22.5	C	30.4	D
2040 Background				
Eastbound Left	7.9	A	8.9	A
Southbound Approach	22.7	C	35.6	E
2040 Background Plus Project				
Eastbound Left	7.9	A	9.0	A
Southbound Approach	26.9	D	44.9	E
2040 Background Plus Project #				
Eastbound Left	7.9	A	9.0	A
Southbound Approach	17.9	C	22.3	C

Eastbound left turn lane and eastbound acceleration lane from southbound left turn

Center Drive/Project Access and Storm King Road

The Center Drive and Storm King Road intersection is a four-leg intersection with stop control on the eastbound and westbound Center Drive approaches. The movements at this intersection currently operate acceptably with LOS D or better during the morning peak hour and LOS B or better during the afternoon peak hour. With construction of this project, the east leg of this intersection is proposed to be an access to the 480 Donegan development. With or without the addition of the project, the westbound approach at this intersection is anticipated to operate with LOS E during the morning peak hour in 2022. It is believed that all-way stop control would be appropriate at this intersection based on the proximity to the school, traffic volume projections, number of pedestrian crossings, and operational requirements. With all-way stop control and the existing lane configurations, this intersection is expected to operate acceptably with LOS B during the peak hours throughout the 2040 horizon.

It is recommended that R1-1 “STOP” signs be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control. **Table 6** shows the level of service results at this intersection.

Table 6 – Center Drive/Project Access and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Left	8.2	A	7.8	A
Eastbound Approach	14.2	B	12.3	B
Westbound Approach	26.3	D	13.0	B
Southbound Left	7.4	A	-	A
2022 Background				
Northbound Left	8.5	A	8.3	A
Eastbound Approach	18.9	C	18.7	C
Westbound Approach	35.5	E	20.0	C
Southbound Left	7.5	A	-	A
2022 Background Plus Project				
Northbound Left	8.5	A	8.3	A
Eastbound Approach	18.3	C	20.1	C
Westbound Approach	46.5	E	29.0	D
Southbound Left	7.5	A	-	A
2022 Background Plus Project #	B	13.3	13.7	B
2040 Background				
Northbound Left	8.7	A	8.3	A
Eastbound Approach	24.5	C	22.9	C
Westbound Approach	43.5	E	21.5	C
Southbound Left	7.5	A	-	A
2040 Background Plus Project #	B	13.5	14.8	B

All Way Stop Control

SH-6 and Storm King Road

The intersection of SH-6 and Storm King Road is a three-leg T-intersection with stop control on the southbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS C or better during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS C or better during the peak hours throughout the 2040 horizon. **Table 7** shows the level of service results at this intersection.

Table 7 – SH-6 and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Eastbound Left	8.9	A	7.9	A
Southbound Approach	16.4	C	13.3	B
2022 Background				
Eastbound Left	9.0	A	8.0	A
Southbound Approach	17.4	C	13.9	B
2022 Background Plus Project				
Eastbound Left	9.0	A	8.1	A
Southbound Approach	19.5	C	14.5	B
2040 Background				
Eastbound Left	9.2	A	8.1	A
Southbound Approach	19.6	C	15.0	C
2040 Background Plus Project				
Eastbound Left	9.3	A	8.2	A
Southbound Approach	22.6	C	15.8	C

SH-6 and Mel Ray Road

The SH-6 and Mel Ray Road intersection is a two-lane roundabout with access to SH-6, Mel Ray Road, and the I-70 Westbound Ramps. This intersection currently operates acceptably with LOS B during the morning peak hour and LOS D during the afternoon peak hour. With or without construction of this project, this roundabout is anticipated to operate poorly during the afternoon peak hour with LOS F in 2022. If future volumes are realized, this roundabout should be further studied by CDOT. However, it should be noted that a conservative COVID adjustment factor as well as traffic volume growth rate were applied. Also, this intersection is likely built to the ultimate configuration. **Table 8** shows the level of service results at this intersection. Detailed results of the operational analysis are also provided in **Appendix D**.

Table 8 – SH-6 and Mel Ray Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing	11.8	B	26.0	D
2022 Background	13.8	B	58.9	F
2022 Background Plus Project	17.3	C	77.2	F
2040 Background	18.2	C	90.0	F
2040 Background Plus Project	24.8	C	112.0	F

Donegan Road and Storm King Road

The intersection of Donegan Road and Storm King Road is a three-leg T-intersection with stop control on the northbound Storm King Road approach. The movements at this intersection all currently operate acceptably with LOS A during the morning and afternoon peak hours. With construction of this project, the movements at this intersection are anticipated to continue to operate acceptably with LOS B or better during the peak hours throughout the 2040 horizon. **Table 9** shows the level of service results at this intersection.

Table 9 – Donegan Road and Storm King Road LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2021 Adjusted Existing				
Northbound Approach	9.5	A	9.6	A
Westbound Left	7.5	A	7.5	A
2022 Background				
Northbound Approach	10.2	B	11.3	B
Westbound Left	7.6	A	7.7	A
2022 Background Plus Project				
Northbound Approach	10.3	B	11.4	B
Westbound Left	7.7	A	7.7	A
2040 Background				
Northbound Approach	10.2	B	11.4	B
Westbound Left	7.7	A	7.7	A
2040 Background Plus Project				
Northbound Approach	10.3	B	11.5	B
Westbound Left	7.7	A	7.8	A

5.3 CDOT Access Permit Analysis Need

The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach in association with this project. Since the Mel Ray Road and SH-6 intersection is a roundabout, turn lanes are not anticipated to be required in addition to the existing roundabout configuration.

Neither the Storm King Road at SH-6 nor the Donegan Road north leg at SH-6 are anticipated to increase traffic volumes by more than 20 percent; therefore, access permits are not anticipated to be needed at these two intersections in association with this project. Of note, the project traffic added to the north leg of Storm King Road at SH-6 is anticipated to have an increase of 13.0 percent, while the project traffic added to the north leg of Donegan Road at SH-6 is anticipated to increase by 13.1 percent. Although, if improvements are constructed at SH-6/Donegan Road as recommended in the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 10** with calculations provided within the level of service operational sheets of **Appendix D**.

Table 10 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2022 Calculated Queue (feet)	2022 Recommended Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Length (feet)
Donegan Road & Chapparal Circle					
Northbound Approach	DNE	25’	**25’**	25’	25’
Donegan Road & Mel Ray Road					
Northbound Approach	C	50’	C	50’	
Eastbound Approach	C	50’	C	50’	C
Westbound Approach	C	50’	C	50’	C
Southbound Approach	C	25’	C	25’	C
Donegan Road & SH-6					
Eastbound Left	DNE	25’	DNE	25’	**50’+145’ T**
Southbound Approach	50’	**75’**	50’ *	**75’**	50’ *
Center Drive/Access & Storm King Road					
Northbound Approach	C	125’	C	125’	C
Eastbound Approach	C	50’	C	50’	C
Westbound Approach	C	25’	C	25’	C
Southbound Approach	C	50’	C	75’	C
SH-6 & Storm King Rd					
Southbound Approach	C	75’	C	100’	C
SH-6 & Mel Ray Rd					
Southbound Approach	C	120’	C	190’	C
Donegan Road & Storm King Road					
Northbound Approach	C	25’	C	25’	C

DNE = Does Not Exist; C = Continuous Lane; * = Constructed to Maximum Possible Length

As shown in the table representing the queuing results, it is recommended that the new south leg to provide access to this 480 Donegan project at the intersection of Donegan Road and Chapparal Circle be constructed with a minimum throat depth to accommodate one vehicle, or 25 feet. The current site plan provides approximately 125 feet at this location; therefore, this throat depth is sufficient to accommodate exiting project traffic.

The southbound approach at Donegan Road and SH-6 intersection may have queues longer than available. As stated previously, an eastbound left turn lane and an eastbound acceleration lane to accept the southbound left turn may need to be constructed by 2040 at the SH-6 and Donegan Road intersection. The eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. This improvement will provide a shorter southbound approach queue length.

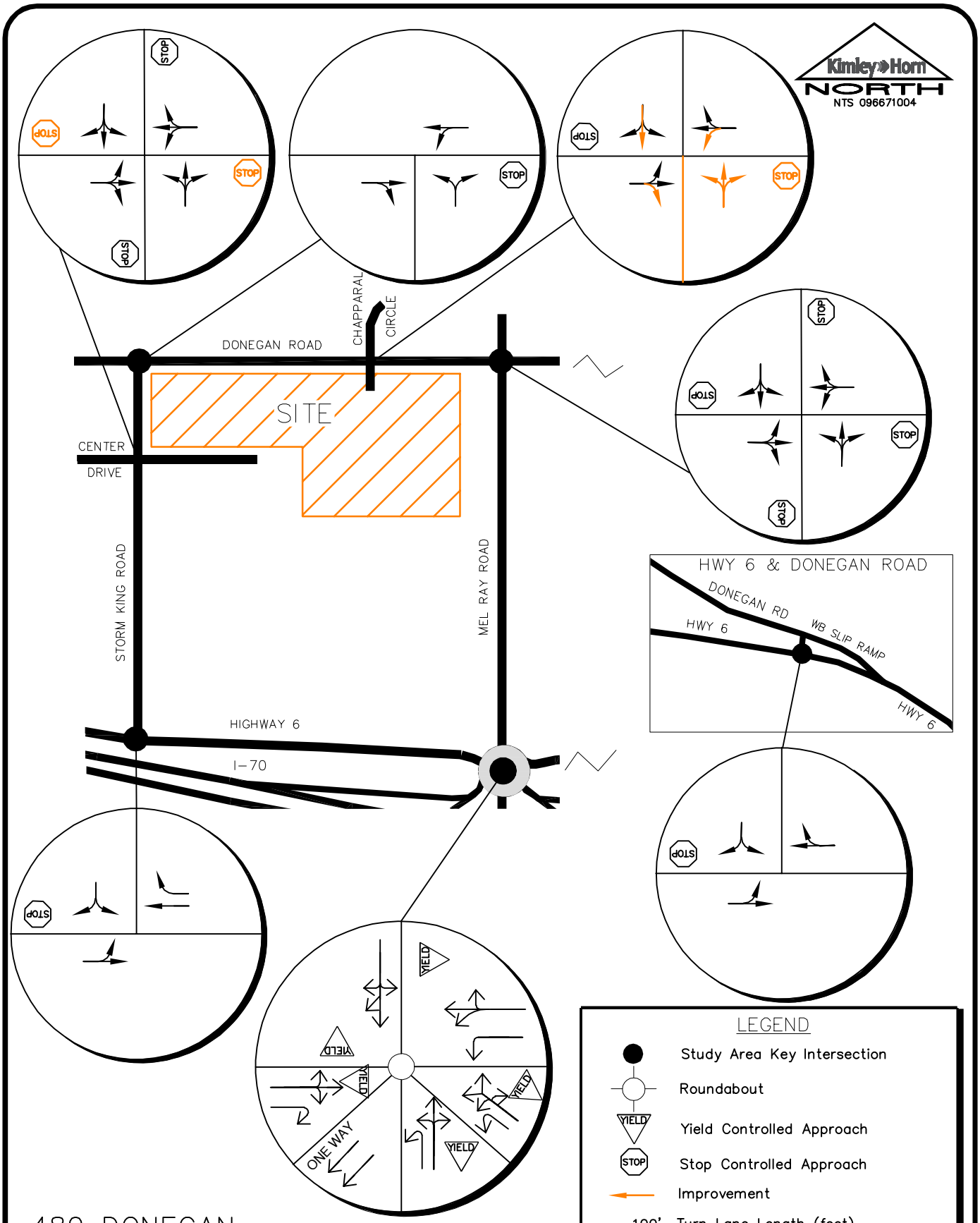
5.5 Bicycle and Pedestrian Access

Bicycle and pedestrian access evaluations were conducted for the area surrounding the proposed 480 Donegan project. There are designated bicycle lanes on both sides of Donegan Road east of Soccer Field Road. There are sidewalks along the south side of Donegan Road from Storm King Road to approximately 575 feet west of Storm King Road. Sidewalks exist on both sides of Donegan Road from Soccer Field Road to Orchard Lane. To the east of Orchard Lane, a sidewalk exists on the north side of Donegan Road. Sidewalks exist on both sides of Storm King Road and on the north side of State Highway 6 within the project area. RFTA Routes Hogback and Ride Glenwood Spring have one stop along State Highway 6 just to the west of Mel Ray Road. Crosswalks are currently provided at the roundabout intersection of State Highway 6 and Mel Ray Road.

In the future, bicycle lanes are proposed in both directions, eastbound and westbound, along Donegan Road. A bicycle lane is also proposed in the northbound direction along the full length of Storm King Road. Further, a bicycle lane is proposed south of Center Drive along Storm King Road in the southbound direction. However, it is believed sufficient space is not available north of Center Drive to include a southbound bicycle lane along Storm King Road. Likewise, sidewalk connections will be provided to the east along the south side of Donegan Road to provide a connection from this development to the existing sidewalk for a continuous pedestrian access.

5.6 Improvement Summary

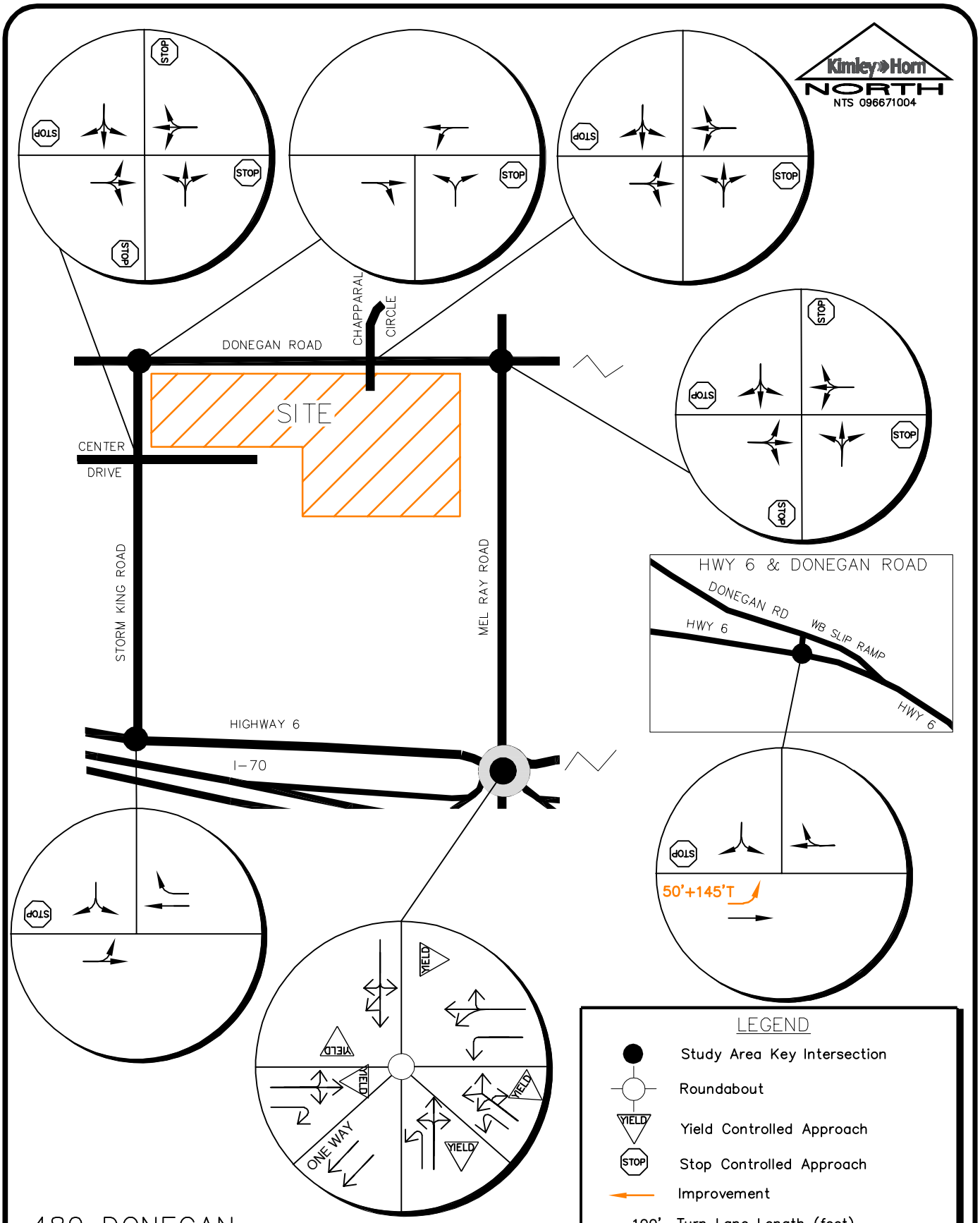
Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 13** for 2022 and **Figure 14** for 2040.



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2022 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 13

Kimley»Horn



480 DONEGAN
GLENWOOD SPRINGS, COLORADO
2040 RECOMMENDED
LANE CONFIGURATIONS AND CONTROL

FIGURE 14

Kimley»Horn

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes 480 Donegan will be successfully incorporated into the existing and future roadway network. The proposed project development resulted in the following recommendations and conclusions:

- Access to the site will be provided by two proposed full movement driveways. One access is proposed on the south side of Donegan Road to align with Chapparal Circle and the other access is proposed along the east side of Storm King Road to align with Center Drive. It is recommended that the access aligning with Chapparal Circle have a single exiting lane to Donegan Road and operate with stop control with a R1-1 “STOP” sign installed for the northbound exiting driveway approach.

- It is recommended that all-way stop control be provided at the intersection of Center Drive/Access and Storm King Road with development of the project. New R1-1 “STOP” signs should be installed on the northbound and southbound Storm King Road approaches of this intersection. Further, R1-3P “ALL WAY” plaques should be placed below the stop signs on all four approaches. It is recommended that orange flags be temporarily affixed to the new STOP signs on northbound and southbound Storm King Road to warn drivers of the change in traffic control.

- The threshold for requiring an access permit along CDOT roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of the SH-6 and Mel Ray Road intersection is anticipated to increase existing access traffic volumes by more than 20 percent during the peak hour; therefore, it is believed that an access permit will be required by CDOT for this approach at the Mel Ray Road and SH-6 intersection in association with this project. Access permit are not anticipated to be required at the SH-6/Storm King Road or SH-6/Donegan Road intersections based on the traffic volume threshold; although, if improvements are constructed at SH-6/Donegan Road as recommended for the future to include an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn, a CDOT Access Permit will likely be needed.

- Based on an operational need in 2040 with or without the addition of project traffic, it is recommended that an eastbound left turn lane and an eastbound acceleration lane from the southbound left turn be constructed at the State Highway 6 and Donegan Road intersection. Based on CDOT Access Code standards, the eastbound left turn lane should provide a length of 50 feet plus a 145-foot taper while the left turn acceleration lane should provide a length of 235 feet plus a 145-foot taper. The through lane transitions around this new left turn lane should be 320 feet long based on the 40-mph speed limit and a 12-foot wide lane.

- Any on-site improvements should be incorporated into the Civil Drawings and conform to the standards of the City of Glenwood Springs, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

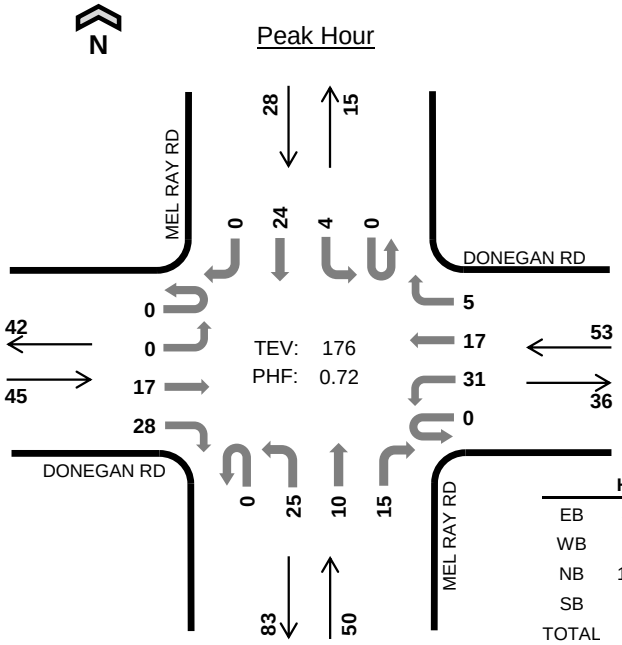
APPENDICES

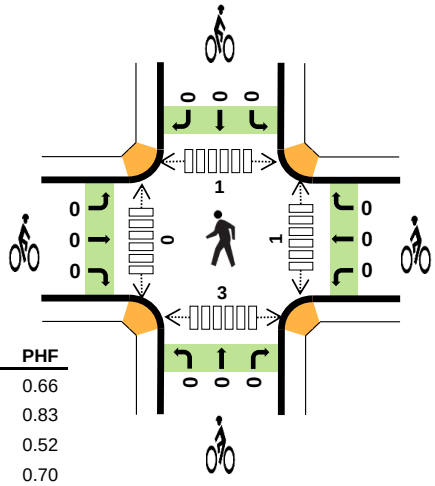
APPENDIX A

Intersection Count Sheets

MEL RAY RD
DONEGAN RD

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	4.4%	0.66
WB	7.5%	0.83
NB	10.0%	0.52
SB	3.6%	0.70
TOTAL	6.8%	0.72

Two-Hour Count Summaries

Interval Start	DONEGAN RD Eastbound				DONEGAN RD Westbound				MEL RAY RD Northbound				MEL RAY RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	2	0	6	1	0	0	3	0	2	0	0	8	0	26	0
7:15 AM	0	0	0	0	0	7	2	0	0	0	0	1	0	0	4	0	14	0
7:30 AM	0	0	4	5	0	4	4	0	0	3	3	3	0	0	10	0	36	0
7:45 AM	0	0	3	1	0	11	6	0	0	8	1	0	0	0	3	1	34	110
8:00 AM	**0**	**0**	**1**	**10**	**0**	**8**	**7**	**1**	**0**	**13**	**5**	**6**	**0**	**2**	**8**	**0**	**61**	145
8:15 AM	**0**	**0**	**8**	**9**	**0**	**7**	**4**	**1**	**0**	**6**	**0**	**5**	**0**	**0**	**4**	**0**	**44**	175
8:30 AM	**0**	**0**	**5**	**5**	**0**	**10**	**2**	**2**	**0**	**1**	**1**	**1**	**0**	**0**	**5**	**0**	**32**	171
8:45 AM	**0**	**0**	**3**	**4**	**0**	**6**	**4**	**1**	**0**	**5**	**4**	**3**	**0**	**2**	**7**	**0**	**39**	**176**
Count Total	0	0	28	36	0	59	30	5	0	39	14	21	0	4	49	1	286	0
Peak Hour All	**0**	**0**	**17**	**28**	**0**	**31**	**17**	**5**	**0**	**25**	**10**	**15**	**0**	**4**	**24**	**0**	**176**	**0**
Peak Hour HV	**0**	**0**	**1**	**1**	**0**	**4**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**12**	**0**
Peak Hour HV%	**-**	**-**	**6%**	**4%**	**-**	**13%**	**0%**	**0%**	**-**	**16%**	**10%**	**0%**	**-**	**0%**	**4%**	**-**	**7%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	0	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	1	*2*
7:30 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
7:45 AM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**0**	**1**	**3**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**3**	*3*
8:15 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**1**	**1**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	*2*
8:45 AM	**0**	**2**	**1**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	5	4	6	1	*16*	0	0	0	0	*0*	1	0	2	5	*8*
Peak Hour	**2**	**4**	**5**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**3**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	6
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	7
8:30 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	9
8:45 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**12**
Count Total	0	0	4	1	0	4	0	0	0	5	1	0	0	0	1	0	16	0
Peak Hour	**0**	**0**	**1**	**1**	**0**	**4**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**1**	**0**	**12**	**0**

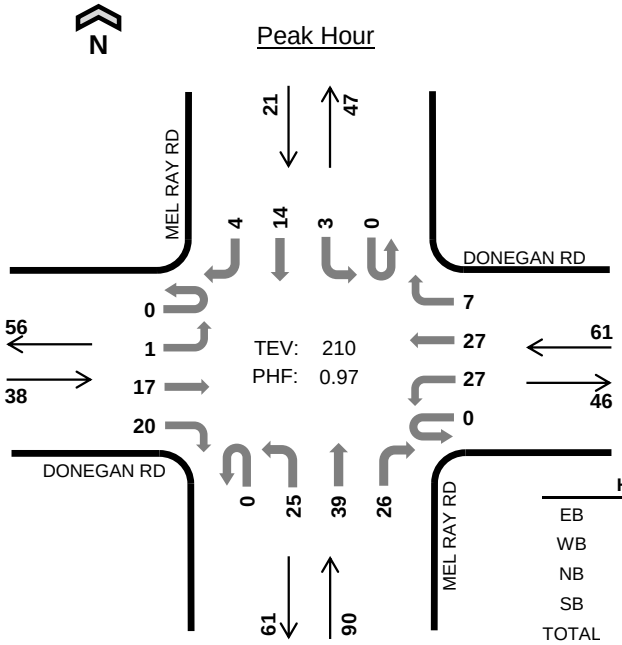
Two-Hour Count Summaries - Bikes

Interval Start	DONEGAN RD			DONEGAN RD			MEL RAY RD			MEL RAY RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

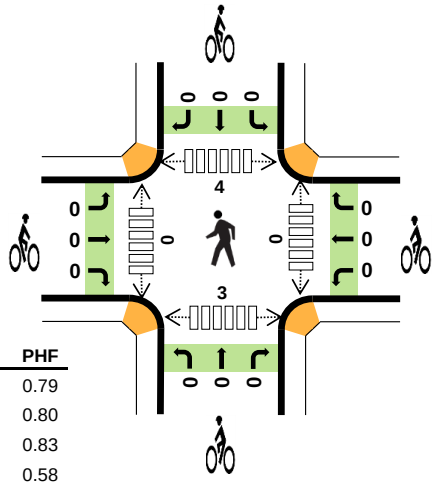
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MEL RAY RD
DONEGAN RD

Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.0%	0.79
WB	0.0%	0.80
NB	1.1%	0.83
SB	0.0%	0.58
TOTAL	0.5%	0.97



Four-Hour Count Summaries

Interval Start		DONEGAN RD Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	MEL RAY RD Northbound UT	LT	TH	RT	MEL RAY RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:15 PM		0	0	5	2	0	7	4	2	0	7	12	8	0	0	1	2	50	0
4:30 PM		0	0	5	4	0	6	7	1	0	8	9	7	0	2	5	0	54	0
4:45 PM		0	1	4	7	0	5	8	2	0	2	10	4	0	0	7	2	52	0
5:00 PM		0	0	3	7	0	9	8	2	0	8	8	7	0	1	1	0	54	210
Peak Hour	All	0	1	17	20	0	27	27	7	0	25	39	26	0	3	14	4	210	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	3%	0%	-	0%	0%	0%	0%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	1	*2*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	3	2	*5*
Peak Hour	0	0	1	0	*1*	0	0	0	0	*0*	0	0	4	3	*7*

Four-Hour Count Summaries

Interval Start	DONEGAN RD Eastbound				DONEGAN RD Westbound				MEL RAY RD Northbound				MEL RAY RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	5	12	0	5	5	1	0	10	5	3	0	0	6	0	52	0
2:15 PM	0	0	4	8	0	7	3	1	0	4	1	2	0	1	2	0	33	0
2:30 PM	0	0	7	4	0	5	5	1	0	4	4	3	0	0	5	0	38	0
2:45 PM	0	0	3	4	0	6	7	3	0	8	5	2	0	1	7	0	46	169
3:00 PM	0	2	7	2	0	6	5	2	0	8	10	8	0	2	3	0	55	172
3:15 PM	0	2	5	8	0	11	7	0	0	4	1	7	0	2	3	0	50	189
3:30 PM	0	0	9	7	0	5	3	1	0	3	4	5	0	1	3	0	41	192
3:45 PM	0	0	5	5	0	5	5	3	0	8	8	6	0	0	6	0	51	197
4:00 PM	0	0	6	5	0	11	6	2	0	5	6	4	0	0	3	1	49	191
4:15 PM	**0**	**0**	**5**	**2**	**0**	**7**	**4**	**2**	**0**	**7**	**12**	**8**	**0**	**0**	**1**	**2**	**50**	191
4:30 PM	**0**	**0**	**5**	**4**	**0**	**6**	**7**	**1**	**0**	**8**	**9**	**7**	**0**	**2**	**5**	**0**	**54**	204
4:45 PM	**0**	**1**	**4**	**7**	**0**	**5**	**8**	**2**	**0**	**2**	**10**	**4**	**0**	**0**	**7**	**2**	**52**	205
5:00 PM	**0**	**0**	**3**	**7**	**0**	**9**	**8**	**2**	**0**	**8**	**8**	**7**	**0**	**1**	**1**	**0**	**54**	**210**
5:15 PM	0	0	3	4	0	5	4	2	0	3	6	1	0	1	5	1	35	195
5:30 PM	0	0	1	2	0	11	6	1	0	6	9	10	0	2	5	0	53	194
5:45 PM	0	1	2	2	0	4	6	3	0	7	10	4	0	1	3	0	43	185
Count Total	0	6	74	83	0	108	89	27	0	95	108	81	0	14	65	6	756	0
Peak Hour All	**0**	**1**	**17**	**20**	**0**	**27**	**27**	**7**	**0**	**25**	**39**	**26**	**0**	**3**	**14**	**4**	**210**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	3	*4*
2:15 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
2:30 PM	0	1	1	0	*2*	0	0	0	0	*0*	0	0	1	3	*4*
2:45 PM	0	0	2	0	*2*	0	0	0	0	*0*	1	0	1	1	*3*
3:00 PM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	0	2	*2*
3:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	3	*3*
3:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	0	0	5	*5*
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	4	0	*4*
4:15 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	*2*
4:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**2**	***5***
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	3	*4*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	2	4	8	0	*14*	0	0	0	0	*0*	1	0	12	28	*41*
Peak Hour	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**3**	***7***

Four-Hour Count Summaries - Heavy Vehicles

Interval Start	DONEGAN RD				DONEGAN RD				MEL RAY RD				MEL RAY RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0
2:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	5
3:00 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	8
3:15 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	11
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	2
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	1	0	4	0	0	0	7	1	0	0	0	0	0	14	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

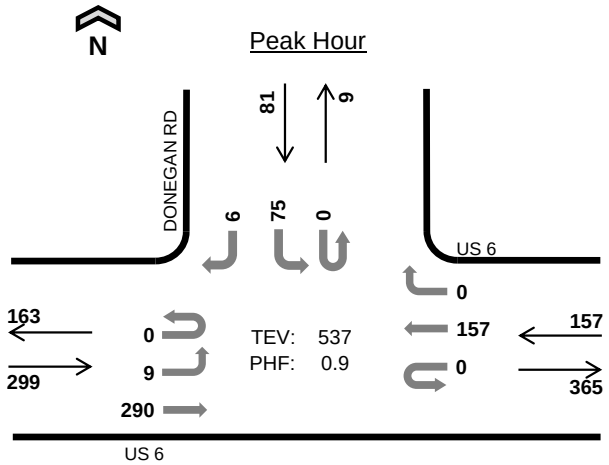
Four-Hour Count Summaries - Bikes

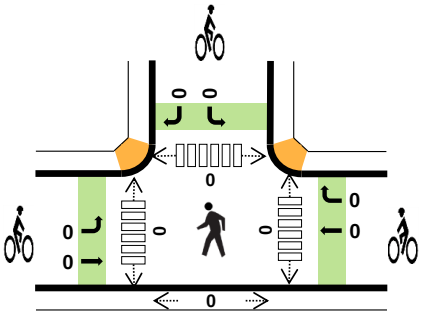
Interval Start	DONEGAN RD			DONEGAN RD			MEL RAY RD			MEL RAY RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

DONEGAN RD
US 6

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	5.4%	0.86
WB	4.5%	0.84
NB	-	-
SB	4.9%	0.88
TOTAL	5.0%	0.90

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	3	59	0	0	0	17	0	0	0	0	0	0	17	0	1	97	0
7:15 AM	0	2	46	0	0	0	16	0	0	0	0	0	0	16	0	1	81	0
7:30 AM	0	1	59	0	0	0	20	0	0	0	0	0	0	20	0	1	101	0
7:45 AM	0	6	55	0	0	0	24	0	0	0	0	0	0	23	0	1	109	388
8:00 AM	**0**	**3**	**61**	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**3**	**109**	400
8:15 AM	**0**	**2**	**85**	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**150**	469
8:30 AM	**0**	**2**	**84**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**2**	**150**	518
8:45 AM	**0**	**2**	**60**	**0**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**1**	**128**	**537**
Count Total	0	21	509	0	0	0	234	0	0	0	0	0	0	151	0	10	925	0
Peak Hour All	**0**	**9**	**290**	**0**	**0**	**0**	**157**	**0**	**0**	**0**	**0**	**0**	**0**	**75**	**0**	**6**	**537**	**0**
Peak Hour HV	**0**	**2**	**14**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**27**	**0**
Peak Hour HV%	**-**	**22%**	**5%**	**-**	**-**	**-**	**4%**	**-**	**-**	**-**	**-**	**-**	**-**	**4%**	**-**	**17%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	3	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	2	1	0	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**5**	**2**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**4**	**2**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**4**	**1**	**0**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**3**	**2**	**0**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	22	11	0	10	*43*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hr	**16**	**7**	**0**	**4**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	4	0
7:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
7:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	0
7:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	4	16
8:00 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	19
8:15 AM	**0**	**1**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**7**	22
8:30 AM	**0**	**1**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	24
8:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**7**	**27**
Count Total	0	2	20	0	0	0	11	0	0	0	0	0	0	8	0	2	43	0
Peak Hour	**0**	**2**	**14**	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**27**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6			US 6			0			DONEGAN RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

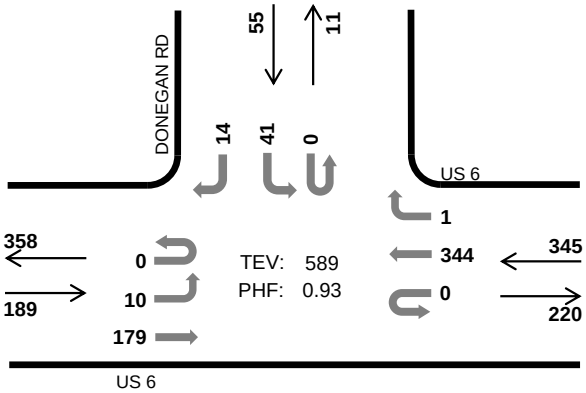
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

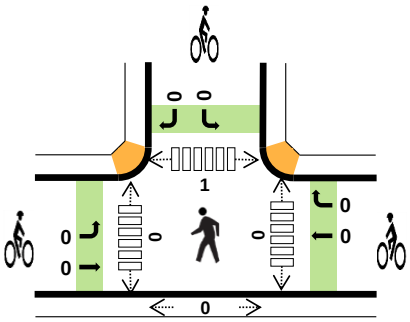
DONEGAN RD
US 6

Date: 03/03/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM

N

Peak Hour





	HV %:	PHF
EB	2.6%	0.86
WB	2.9%	0.88
NB	-	-
SB	0.0%	0.86
TOTAL	2.5%	0.93

Two-Hour Count Summaries

Interval Start	US 6 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	36	0	0	0	62	0	0	0	0	0	0	13	0	11	124	0
4:15 PM	0	0	52	0	0	0	90	0	0	0	0	0	0	13	0	1	156	0
4:30 PM	0	1	43	0	0	0	76	0	0	0	0	0	0	7	0	1	128	0
4:45 PM	0	0	38	0	0	0	85	0	0	0	0	0	0	9	0	5	137	545
5:00 PM	**0**	**2**	**44**	**0**	**0**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**3**	**158**	579
5:15 PM	**0**	**4**	**38**	**0**	**0**	**0**	**85**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**5**	**143**	566
5:30 PM	**0**	**0**	**46**	**0**	**0**	**0**	**76**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**5**	**137**	575
5:45 PM	**0**	**4**	**51**	**0**	**0**	**0**	**85**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**1**	**151**	**589**
Count Total	0	13	348	0	0	0	657	1	0	0	0	0	0	83	0	32	1,134	0
Peak Hour All	**0**	**10**	**179**	**0**	**0**	**0**	**344**	**1**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**14**	**589**	**0**
Peak Hour HV	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**
Peak Hour HV%	**-**	**0%**	**3%**	**-**	**-**	**-**	**3%**	**0%**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**0%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	1	*7*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	2	0	*2*
4:30 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:45 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	12	18	0	1	*31*	0	0	0	0	*0*	0	0	3	0	*3*
Peak Hr	**5**	**10**	**0**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				0				DONEGAN RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	7	0
4:15 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	13
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	14
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	15
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**15**
Count Total	0	0	12	0	0	0	18	0	0	0	0	0	0	0	0	1	31	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6			US 6			0			DONEGAN RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

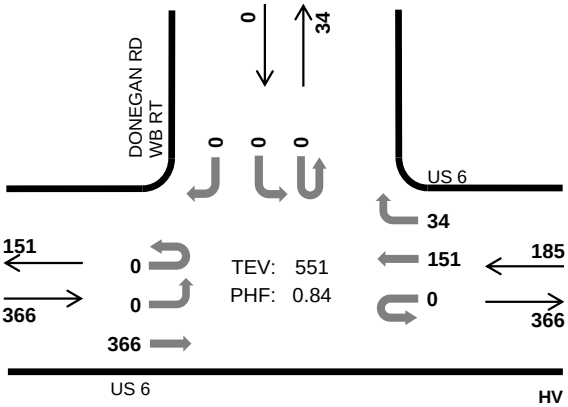
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

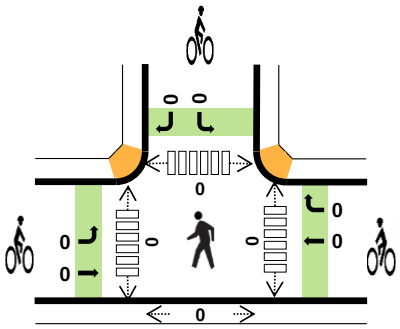
DONEGAN RD WB RT
US 6

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

N

Peak Hour





	HV %:	PHF
EB	4.6%	0.84
WB	5.9%	0.77
NB	-	-
SB	-	-
TOTAL	5.1%	0.84

Two-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				0 Northbound				DONEGAN RD WB RT Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	75	0	0	0	17	2	0	0	0	0	0	0	0	0	94	0
7:15 AM		0	0	60	0	0	0	18	7	0	0	0	0	0	0	0	0	85	0
7:30 AM		0	0	85	0	0	0	19	6	0	0	0	0	0	0	0	0	110	0
7:45 AM		0	0	74	0	0	0	29	5	0	0	0	0	0	0	0	0	108	397
8:00 AM		**0**	**0**	**75**	**0**	**0**	**0**	**22**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	407
8:15 AM		**0**	**0**	**109**	**0**	**0**	**0**	**39**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**154**	476
8:30 AM		**0**	**0**	**104**	**0**	**0**	**0**	**50**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**164**	530
8:45 AM		**0**	**0**	**78**	**0**	**0**	**0**	**40**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**129**	**551**
Count Total		0	0	660	0	0	0	234	54	0	0	0	0	0	0	0	0	948	0
Peak Hour	**All**	**0**	**0**	**366**	**0**	**0**	**0**	**151**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**551**	**0**
	HV	**0**	**0**	**17**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**
	HV%	**-**	**-**	**5%**	**-**	**-**	**-**	**5%**	**12%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	2	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:00 AM	**5**	**3**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**5**	**3**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	28	15	0	0	*43*	0	0	0	0	*0*	0	0	1	0	*1*
Peak Hr	**17**	**11**	**0**	**0**	***28***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0
7:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	15
8:00 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	17
8:15 AM	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	19
8:30 AM	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	23
8:45 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**28**
Count Total	0	0	28	0	0	0	11	4	0	0	0	0	0	0	0	0	43	0
Peak Hour	**0**	**0**	**17**	**0**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**

Two-Hour Count Summaries - Bikes

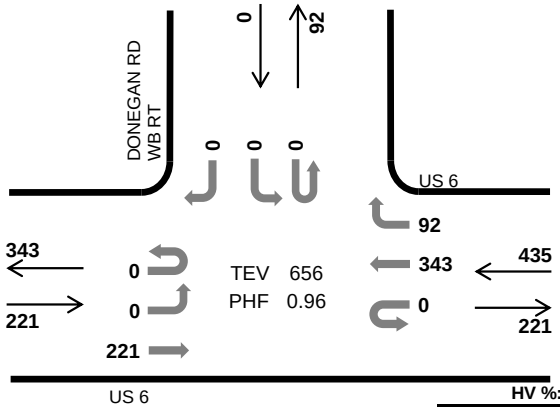
Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

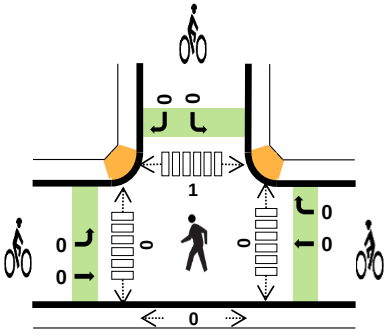
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

DONEGAN RD WB RT
US 6

Peak Hour

Date: 03/03/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	2.3%	0.97
WB	2.5%	0.93
NB	-	-
SB	-	-
TOTAL	2.4%	0.96

Two-Hour Count Summaries

Interval Start	US 6 Eastbound UT	LT	TH	RT	US 6 Westbound UT	LT	TH	RT	0 Northbound UT	LT	TH	RT	DONEGAN RD WB RT Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
4:00 PM	0	0	49	0	0	0	65	20	0	0	0	0	0	0	0	0	134	0
4:15 PM	0	0	63	0	0	0	89	14	0	0	0	0	0	0	0	0	166	0
4:30 PM	0	0	51	0	0	0	77	20	0	0	0	0	0	0	0	0	148	0
4:45 PM	0	0	47	0	0	0	84	28	0	0	0	0	0	0	0	0	159	607
5:00 PM	**0**	**0**	**53**	**0**	**0**	**0**	**96**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**170**	643
5:15 PM	**0**	**0**	**56**	**0**	**0**	**0**	**86**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**168**	645
5:30 PM	**0**	**0**	**55**	**0**	**0**	**0**	**73**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**152**	649
5:45 PM	**0**	**0**	**57**	**0**	**0**	**0**	**88**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**166**	**656**
Count Total	0	0	431	0	0	0	658	174	0	0	0	0	0	0	0	0	1,263	0
Peak Hour All	**0**	**0**	**221**	**0**	**0**	**0**	**343**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**656**	**0**
Peak Hour HV	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**
Peak Hour HV%	**-**	**-**	**2%**	**-**	**-**	**-**	**3%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
4:00 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	2	0	*2*
4:30 PM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	1	2	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**4**	**2**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:45 PM	**0**	**4**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	12	19	0	0	*31*	0	0	0	0	*0*	0	0	3	0	*3*
Peak Hr	**5**	**11**	**0**	**0**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				0				DONEGAN RD WB RT				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
4:15 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
4:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	15
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	14
5:15 PM	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	17
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	15
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**16**
Count Total	0	0	12	0	0	0	18	1	0	0	0	0	0	0	0	0	31	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**0**

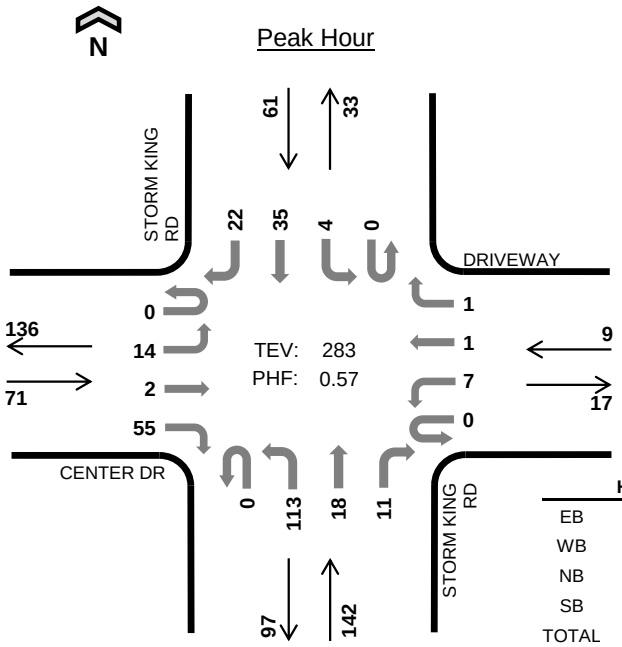
Two-Hour Count Summaries - Bikes

Interval Start	US 6			US 6			0			DONEGAN RD WB RT			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

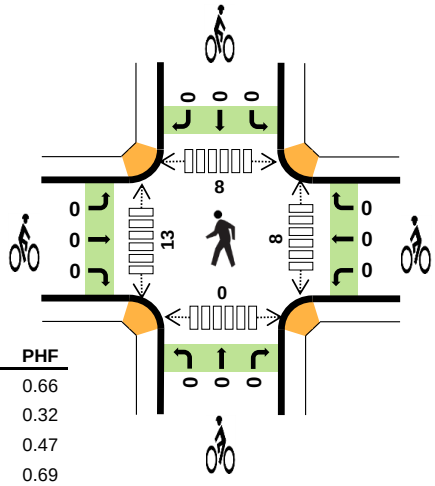
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD
CENTER DR

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	1.4%	0.66
WB	0.0%	0.32
NB	2.1%	0.47
SB	4.9%	0.69
TOTAL	2.5%	0.57



Two-Hour Count Summaries

Interval Start		CENTER DR Eastbound UT	LT	TH	RT	DRIVEWAY Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	STORM KING RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	1	0	3	0	0	0	0	0	0	1	1	0	0	5	0	11	0
7:15 AM		0	0	0	4	0	1	0	0	0	4	4	1	0	1	7	1	23	0
7:30 AM		0	0	0	5	0	0	0	0	0	4	2	4	0	1	12	2	30	0
7:45 AM		**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**24**	**6**	**2**	**0**	**0**	**11**	**6**	**59**	123
8:00 AM		**0**	**4**	**0**	**22**	**0**	**1**	**0**	**0**	**0**	**68**	**4**	**3**	**0**	**1**	**11**	**10**	**124**	236
8:15 AM		**0**	**9**	**1**	**17**	**0**	**1**	**0**	**0**	**0**	**16**	**4**	**3**	**0**	**1**	**8**	**4**	**64**	277
8:30 AM		**0**	**1**	**1**	**6**	**0**	**5**	**1**	**1**	**0**	**5**	**4**	**3**	**0**	**2**	**5**	**2**	**36**	**283**
8:45 AM		0	0	0	5	0	1	0	0	0	1	7	2	0	0	7	2	25	249
Count Total		0	15	2	72	0	9	1	1	0	122	32	19	0	6	66	27	372	0
Peak Hour	**All**	**0**	**14**	**2**	**55**	**0**	**7**	**1**	**1**	**0**	**113**	**18**	**11**	**0**	**4**	**35**	**22**	**283**	**0**
	HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**1**	**7**	**0**
	HV%	**-**	**0%**	**0%**	**2%**	**-**	**0%**	**0%**	**0%**	**-**	**3%**	**0%**	**0%**	**-**	**0%**	**6%**	**5%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**4**	**3**	**4**	**0**	*11*
8:00 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**3**	**10**	**4**	**0**	*17*
8:15 AM	**0**	**0**	**1**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:30 AM	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:45 AM	0	0	1	2	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	1	0	4	6	*11*	0	0	0	0	*0*	8	14	8	0	*30*
Peak Hour	**1**	**0**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**8**	**13**	**8**	**0**	***29***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	2
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	**7**
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	10
Count Total	0	0	0	1	0	0	0	0	0	3	1	0	0	1	4	1	11	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**2**	**1**	**7**	**0**

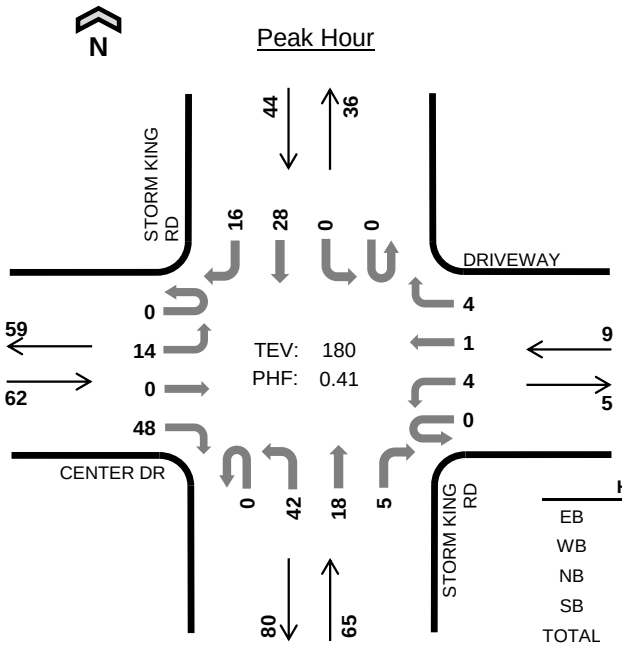
Two-Hour Count Summaries - Bikes

Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

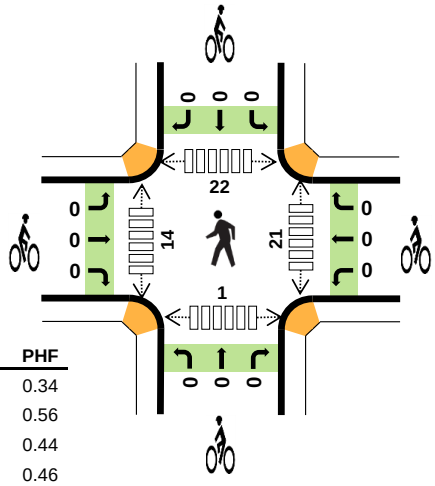
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD
CENTER DR

Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 2:00 PM to 3:00 PM



	HV %:	PHF
EB	1.6%	0.34
WB	0.0%	0.56
NB	0.0%	0.44
SB	6.8%	0.46
TOTAL	2.2%	0.41



Four-Hour Count Summaries

Interval Start		CENTER DR Eastbound UT	LT	TH	RT	DRIVEWAY Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	STORM KING RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
2:00 PM		0	9	0	36	0	0	0	4	0	29	6	2	0	0	14	10	110	0
2:15 PM		0	1	0	6	0	2	0	0	0	5	7	0	0	0	2	1	24	0
2:30 PM		0	4	0	4	0	1	0	0	0	1	1	1	0	0	6	2	20	0
2:45 PM		0	0	0	2	0	1	1	0	0	7	4	2	0	0	6	3	26	180
Peak Hour	All	0	14	0	48	0	4	1	4	0	42	18	5	0	0	28	16	180	0
	HV	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	4	0
	HV%	-	0%	-	2%	-	0%	0%	0%	-	0%	0%	0%	-	-	11%	0%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
2:00 PM	0	0	0	3	*3*	0	0	0	0	*0*	19	11	22	1	*53*
2:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	2	1	0	0	*3*
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	2	0	0	*2*
2:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Peak Hour	1	0	0	3	*4*	0	0	0	0	*0*	21	14	22	1	*58*

Four-Hour Count Summaries

Interval Start	CENTER DR Eastbound UT	LT	TH	RT	DRIVEWAY Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	STORM KING RD Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
2:00 PM	**0**	**9**	**0**	**36**	**0**	**0**	**0**	**4**	**0**	**29**	**6**	**2**	**0**	**0**	**14**	**10**	**110**	0
2:15 PM	**0**	**1**	**0**	**6**	**0**	**2**	**0**	**0**	**0**	**5**	**7**	**0**	**0**	**0**	**2**	**1**	**24**	0
2:30 PM	**0**	**4**	**0**	**4**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**6**	**2**	**20**	0
2:45 PM	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**7**	**4**	**2**	**0**	**0**	**6**	**3**	**26**	**180**
3:00 PM	0	1	0	4	0	1	1	0	0	3	8	2	0	1	12	2	35	105
3:15 PM	0	1	0	5	0	2	0	1	0	5	6	1	0	2	7	4	34	115
3:30 PM	0	1	0	6	0	3	0	0	0	2	7	1	0	0	2	0	22	117
3:45 PM	0	1	0	3	0	0	0	0	0	2	7	1	0	1	5	0	20	111
4:00 PM	0	2	0	6	0	3	0	1	0	7	2	2	0	0	12	1	36	112
4:15 PM	0	1	0	7	0	0	0	2	0	2	7	1	0	0	6	2	28	106
4:30 PM	0	0	0	3	0	2	0	1	0	1	7	0	0	0	8	0	22	106
4:45 PM	0	1	0	6	0	0	0	1	0	12	9	1	0	1	9	1	41	127
5:00 PM	0	2	0	12	0	5	1	0	0	6	9	0	0	0	6	4	45	136
5:15 PM	0	3	0	1	0	4	0	0	0	0	7	1	0	1	5	1	23	131
5:30 PM	0	0	0	4	0	1	0	0	0	1	10	0	0	0	3	3	22	131
5:45 PM	0	3	0	4	0	1	0	0	0	2	7	0	0	0	6	1	24	114
Count Total	0	30	0	109	0	26	3	10	0	85	104	15	0	6	109	35	532	0
Peak Hour All	**0**	**14**	**0**	**48**	**0**	**4**	**1**	**4**	**0**	**42**	**18**	**5**	**0**	**0**	**28**	**16**	**180**	**0**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**0**
Peak Hour HV%	**-**	**0%**	**-**	**2%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**-**	**-**	**11%**	**0%**	**2%**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
2:00 PM	**0**	**0**	**0**	**3**	***3***	**0**	**0**	**0**	**0**	***0***	**19**	**11**	**22**	**1**	*53*
2:15 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**0**	**0**	*3*
2:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
2:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
3:00 PM	1	1	0	1	*3*	0	0	0	0	*0*	0	1	3	0	*4*
3:15 PM	1	0	0	1	*2*	0	0	0	0	*0*	2	1	0	0	*3*
3:30 PM	0	0	1	0	*1*	0	0	0	0	*0*	0	3	1	0	*4*
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	2	0	1	*5*
4:00 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	1	*1*	0	0	0	0	*0*	1	0	0	0	*1*
4:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	0	0	*1*
5:00 PM	0	0	1	0	*1*	0	0	0	0	*0*	1	1	0	0	*2*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	3	0	0	*3*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	1	0	*3*
5:45 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	5	1	2	7	*15*	0	0	0	0	*0*	30	25	27	2	*84*
Peak Hour	**1**	**0**	**0**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**21**	**14**	**22**	**1**	***58***

Four-Hour Count Summaries - Heavy Vehicles

Interval Start	CENTER DR				DRIVEWAY				STORM KING RD				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**3**	0
2:15 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	0
2:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
2:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
3:00 PM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	3	4
3:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	5
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	0	5	0	0	1	0	0	2	0	0	0	0	5	2	15	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**0**

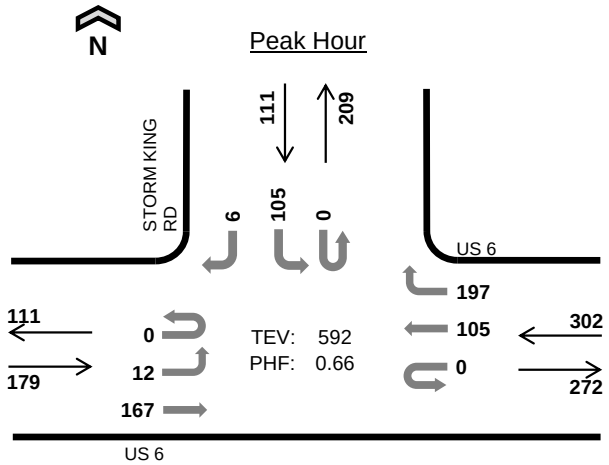
Four-Hour Count Summaries - Bikes

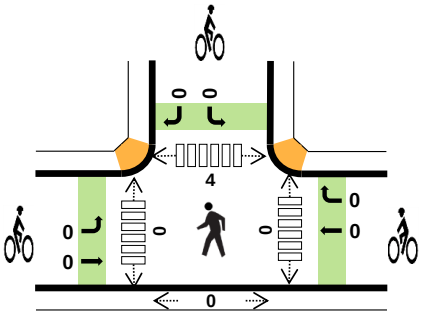
Interval Start	CENTER DR			DRIVEWAY			STORM KING RD			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
2:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
2:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
2:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD
US 6

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	6.7%	0.60
WB	4.3%	0.70
NB	-	-
SB	1.8%	0.66
TOTAL	4.6%	0.66

Two-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				0 Northbound				STORM KING RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	19	0	0	0	12	13	0	0	0	0	0	9	0	0	54	0
7:15 AM		0	0	10	0	0	0	17	16	0	0	0	0	0	11	0	0	54	0
7:30 AM		**0**	**0**	**31**	**0**	**0**	**0**	**34**	**27**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**107**	0
7:45 AM		**0**	**5**	**24**	**0**	**0**	**0**	**27**	**55**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**128**	343
8:00 AM		**0**	**4**	**70**	**0**	**0**	**0**	**23**	**85**	**0**	**0**	**0**	**0**	**0**	**41**	**0**	**1**	**224**	513
8:15 AM		**0**	**3**	**42**	**0**	**0**	**0**	**21**	**30**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**5**	**133**	**592**
8:30 AM		0	2	24	0	0	0	23	23	0	0	0	0	0	15	0	2	89	574
8:45 AM		0	2	33	0	0	0	24	14	0	0	0	0	0	18	0	3	94	540
Count Total		0	17	253	0	0	0	181	263	0	0	0	0	0	158	0	11	883	0
Peak Hour	**All**	**0**	**12**	**167**	**0**	**0**	**0**	**105**	**197**	**0**	**0**	**0**	**0**	**0**	**105**	**0**	**6**	**592**	**0**
	HV	**0**	**0**	**12**	**0**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**27**	**0**
	HV%	**-**	**0%**	**7%**	**-**	**-**	**-**	**10%**	**1%**	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**17%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	3	0	0	*7*	0	0	0	0	*0*	0	0	4	0	*4*
7:15 AM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**4**	**3**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**3**	**0**	**0**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:15 AM	**1**	**4**	**0**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***
8:30 AM	2	4	0	2	*8*	0	0	0	0	*0*	0	0	1	0	*1*
8:45 AM	2	1	0	2	*5*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	23	24	0	6	*53*	0	0	0	0	*0*	0	0	9	0	*9*
Peak Hr	**12**	**13**	**0**	**2**	***27***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	7	0
7:15 AM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	0
7:30 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0
7:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	27
8:00 AM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	26
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**7**	**27**
8:30 AM	0	1	1	0	0	0	2	2	0	0	0	0	0	2	0	0	8	28
8:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	2	0	0	5	26
Count Total	0	1	22	0	0	0	19	5	0	0	0	0	0	5	0	1	53	0
Peak Hour	**0**	**0**	**12**	**0**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**27**	**0**

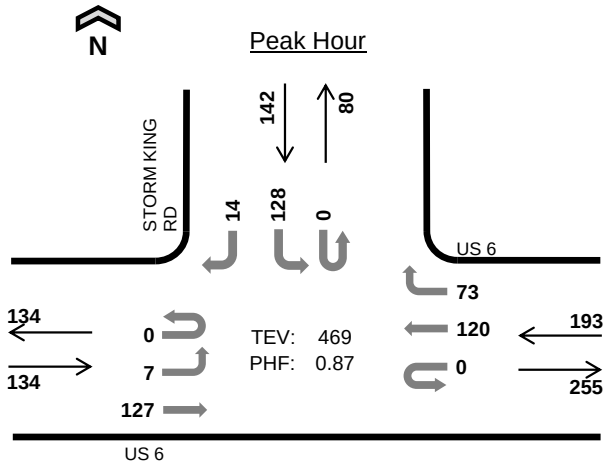
Two-Hour Count Summaries - Bikes

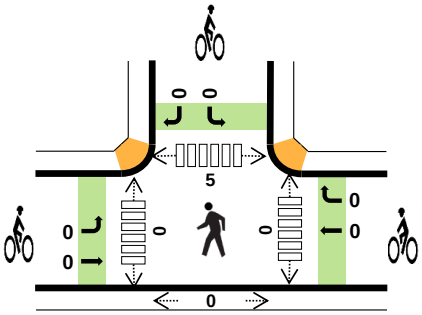
Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD
US 6

Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	3.7%	0.86
WB	5.2%	0.82
NB	-	-
SB	2.8%	0.76
TOTAL	4.1%	0.87

Four-Hour Count Summaries

Interval Start		US 6 Eastbound				US 6 Westbound				0 Northbound				STORM KING RD Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:15 PM		0	2	31	0	0	0	27	17	0	0	0	0	0	34	0	4	115	0
4:30 PM		0	2	31	0	0	0	27	14	0	0	0	0	0	29	0	2	105	0
4:45 PM		0	2	27	0	0	0	34	25	0	0	0	0	0	22	0	4	114	0
5:00 PM		0	1	38	0	0	0	32	17	0	0	0	0	0	43	0	4	135	469
Peak Hour	All	0	7	127	0	0	0	120	73	0	0	0	0	0	128	0	14	469	0
	HV	0	0	5	0	0	0	8	2	0	0	0	0	0	4	0	0	19	0
	HV%	-	0%	4%	-	-	-	7%	3%	-	-	-	-	-	3%	-	0%	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	2	2	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	3	0	1	*5*	0	0	0	0	*0*	0	0	1	0	*1*
4:45 PM	1	2	0	1	*4*	0	0	0	0	*0*	0	0	1	0	*1*
5:00 PM	1	3	0	1	*5*	0	0	0	0	*0*	0	0	3	0	*3*
Peak Hour	5	10	0	4	*19*	0	0	0	0	*0*	0	0	5	0	*5*

Four-Hour Count Summaries

Interval Start	US 6 Eastbound UT	US 6 Eastbound LT	US 6 Eastbound TH	US 6 Eastbound RT	US 6 Westbound UT	US 6 Westbound LT	US 6 Westbound TH	US 6 Westbound RT	0 Northbound UT	0 Northbound LT	0 Northbound TH	0 Northbound RT	STORM KING RD Southbound UT	STORM KING RD Southbound LT	STORM KING RD Southbound TH	STORM KING RD Southbound RT	15-min Total	Rolling One Hour
2:00 PM	0	1	49	0	0	0	24	31	0	0	0	0	0	60	0	9	174	0
2:15 PM	0	0	27	0	0	0	18	25	0	0	0	0	0	18	0	0	88	0
2:30 PM	0	1	29	0	0	0	23	8	0	0	0	0	0	26	0	5	92	0
2:45 PM	0	3	28	0	0	0	32	15	0	0	0	0	0	21	0	4	103	457
3:00 PM	0	1	22	0	0	0	28	20	0	0	0	0	0	16	0	4	91	374
3:15 PM	0	1	27	0	0	0	37	18	0	0	0	0	1	14	0	1	99	385
3:30 PM	0	3	34	0	0	0	17	21	0	0	0	0	0	29	0	4	108	401
3:45 PM	0	2	17	0	0	0	27	9	0	0	0	0	0	20	0	3	78	376
4:00 PM	0	1	20	0	0	0	26	13	0	0	0	0	0	23	0	5	88	373
4:15 PM	**0**	**2**	**31**	**0**	**0**	**0**	**27**	**17**	**0**	**0**	**0**	**0**	**0**	**34**	**0**	**4**	**115**	389
4:30 PM	**0**	**2**	**31**	**0**	**0**	**0**	**27**	**14**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**2**	**105**	386
4:45 PM	**0**	**2**	**27**	**0**	**0**	**0**	**34**	**25**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**4**	**114**	422
5:00 PM	**0**	**1**	**38**	**0**	**0**	**0**	**32**	**17**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**4**	**135**	**469**
5:15 PM	0	0	34	0	0	0	28	13	0	0	0	0	0	24	0	4	103	457
5:30 PM	0	1	31	0	0	0	28	17	0	0	0	0	0	18	0	3	98	450
5:45 PM	0	0	31	0	0	0	26	17	0	0	0	0	0	17	0	1	92	428
Count Total	0	21	476	0	0	0	434	280	0	0	0	0	1	414	0	57	1,683	0
Peak Hour All	**0**	**7**	**127**	**0**	**0**	**0**	**120**	**73**	**0**	**0**	**0**	**0**	**0**	**128**	**0**	**14**	**469**	**0**
Peak Hour HV	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**19**	**0**
Peak Hour HV%	**-**	**0%**	**4%**	**-**	**-**	**-**	**7%**	**3%**	**-**	**-**	**-**	**-**	**-**	**3%**	**-**	**0%**	**4%**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	Heavy Vehicle Totals WB	Heavy Vehicle Totals NB	Heavy Vehicle Totals SB	Heavy Vehicle Totals Total	Bicycles EB	Bicycles WB	Bicycles NB	Bicycles SB	Bicycles Total	Pedestrians (Crossing Leg) East	Pedestrians (Crossing Leg) West	Pedestrians (Crossing Leg) North	Pedestrians (Crossing Leg) South	Pedestrians (Crossing Leg) Total
2:00 PM	1	0	0	4	*5*	0	0	0	0	*0*	0	0	1	0	*1*
2:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	0	2	0	*2*
2:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
3:00 PM	1	1	0	1	*3*	0	0	0	0	*0*	0	0	6	0	*6*
3:15 PM	2	2	0	0	*4*	0	0	0	0	*0*	0	0	1	0	*1*
3:30 PM	0	2	0	2	*4*	0	0	0	0	*0*	0	0	1	0	*1*
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	2	0	*2*
4:00 PM	2	3	0	1	*6*	0	0	0	0	*0*	0	0	2	0	*2*
4:15 PM	**2**	**2**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**1**	**3**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
4:45 PM	**1**	**2**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
5:00 PM	**1**	**3**	**0**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	***3***
5:15 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	1	0	*1*
5:30 PM	1	3	0	1	*5*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	1	3	0	0	*4*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	14	26	0	14	*54*	0	0	0	0	*0*	0	0	22	0	*22*
Peak Hr	**5**	**10**	**0**	**4**	***19***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**5**	**0**	***5***

Four-Hour Count Summaries - Heavy Vehicles

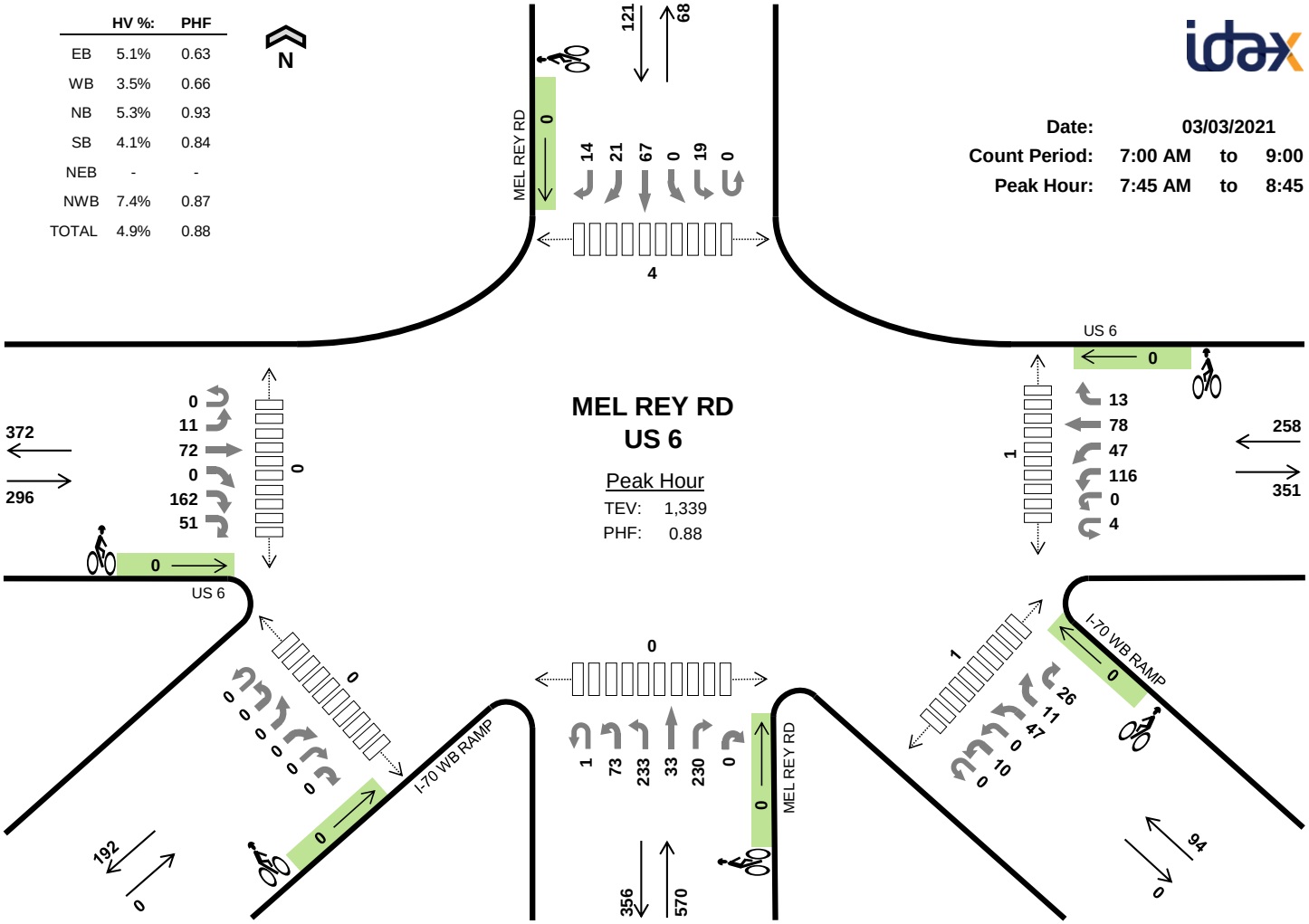
Interval Start	US 6				US 6				0				STORM KING RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	5	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	7
3:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	3	5
3:15 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	4	8
3:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	4	12
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	6	14
4:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	15
4:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	16
4:45 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	20
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**19**
5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0	5	16
5:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	16
Count Total	0	0	14	0	0	0	22	4	0	0	0	0	0	13	0	1	54	0
Peak Hour	**0**	**0**	**5**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**19**	**0**

Four-Hour Count Summaries - Bikes

Interval Start	US 6			US 6			0			STORM KING RD			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

	HV %:	PHF
EB	5.1%	0.63
WB	3.5%	0.66
NB	5.3%	0.93
SB	4.1%	0.84
NEB	-	-
NWB	7.4%	0.87
TOTAL	4.9%	0.88



MEL REY RD
US 6

Peak Hour
TEV: 1,339
PHF: 0.88

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Two-Hour Count Summaries

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	2	11	0	15	4	2	0	15	2	10	1	1	15	26	10	33	0	1	3	0	16	2	0	0	0	0	0	0	0	0	6	0	4	0	2	181	0
7:15 AM	0	0	12	0	14	1	0	0	16	7	5	1	0	15	35	6	33	0	0	1	0	9	4	2	0	0	0	0	0	0	0	2	0	3	0	2	168	0
7:30 AM	0	2	14	0	31	4	3	0	9	8	13	1	1	18	47	12	36	0	0	2	0	16	6	3	0	0	0	0	0	0	0	5	0	13	2	2	248	0
7:45 AM	**0**	**0**	**9**	**0**	**31**	**7**	**2**	**0**	**10**	**9**	**14**	**3**	**1**	**13**	**81**	**8**	**47**	**0**	**0**	**3**	**0**	**14**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**14**	**2**	**6**	**289**	886
8:00 AM	**0**	**6**	**24**	**0**	**68**	**20**	**0**	**0**	**16**	**8**	**21**	**3**	**0**	**17**	**80**	**15**	**42**	**0**	**0**	**6**	**0**	**20**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**14**	**5**	**4**	**382**	1,087
8:15 AM	**0**	**4**	**24**	**0**	**43**	**14**	**0**	**0**	**42**	**16**	**11**	**5**	**0**	**15**	**30**	**7**	**74**	**0**	**0**	**8**	**0**	**18**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**13**	**3**	**9**	**347**	1,266
8:30 AM	**0**	**1**	**15**	**0**	**20**	**10**	**2**	**0**	**48**	**14**	**32**	**2**	**0**	**28**	**42**	**3**	**67**	**0**	**0**	**2**	**0**	**15**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**7**	**321**	**1,339**
8:45 AM	0	2	23	0	31	8	2	0	26	11	16	2	1	23	26	14	31	0	0	5	0	17	3	0	0	0	0	0	0	0	0	10	0	16	5	4	276	1,326
Count Total	0	17	132	0	253	68	11	0	182	75	122	18	4	144	367	75	363	0	1	30	0	125	36	19	0	0	0	0	0	0	0	33	0	83	18	36	2,212	0
Peak Hour All	**0**	**11**	**72**	**0**	**162**	**51**	**4**	**0**	**116**	**47**	**78**	**13**	**1**	**73**	**233**	**33**	**230**	**0**	**0**	**19**	**0**	**67**	**21**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**47**	**11**	**26**	**1,339**	**0**
Peak Hour HV	**0**	**0**	**4**	**0**	**7**	**4**	**0**	**0**	**1**	**3**	**4**	**1**	**0**	**8**	**10**	**5**	**7**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	**66**	**0**
Peak Hour HV%	**-**	**0%**	**6%**	**-**	**4%**	**8%**	**0%**	**-**	**1%**	**6%**	**5%**	**8%**	**0%**	**11%**	**4%**	**15%**	**3%**	**-**	**-**	**5%**	**-**	**6%**	**0%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**20%**	**-**	**4%**	**0%**	**12%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
7:00 AM	3	0	6	0	0	1	*10*	0	0	0	0	0	0	*0*	1	0	0	1	0	0	*2*
7:15 AM	3	2	2	0	0	0	*7*	0	0	0	0	0	0	*0*	2	0	2	0	1	0	*5*
7:30 AM	4	4	3	0	0	1	*12*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
7:45 AM	**5**	**0**	**7**	**1**	**0**	**1**	***14***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	**0**	***0***
8:00 AM	**2**	**1**	**7**	**1**	**0**	**1**	***12***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	**0**	***0***
8:15 AM	**5**	**4**	**7**	**2**	**0**	**4**	***22***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**0**	**0**	**0**	***3***
8:30 AM	**3**	**4**	**9**	**1**	**0**	**1**	***18***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**0**	**1**	**0**	***3***
8:45 AM	3	1	6	3	0	3	*16*	0	0	0	0	0	0	*0*	1	0	1	0	1	0	*3*
Count Total	28	16	47	8	0	12	*111*	0	0	0	0	0	0	*0*	5	0	7	1	3	0	*16*
Peak Hr	**15**	**9**	**30**	**5**	**0**	**7**	***66***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**4**	**0**	**1**	**0**	***6***

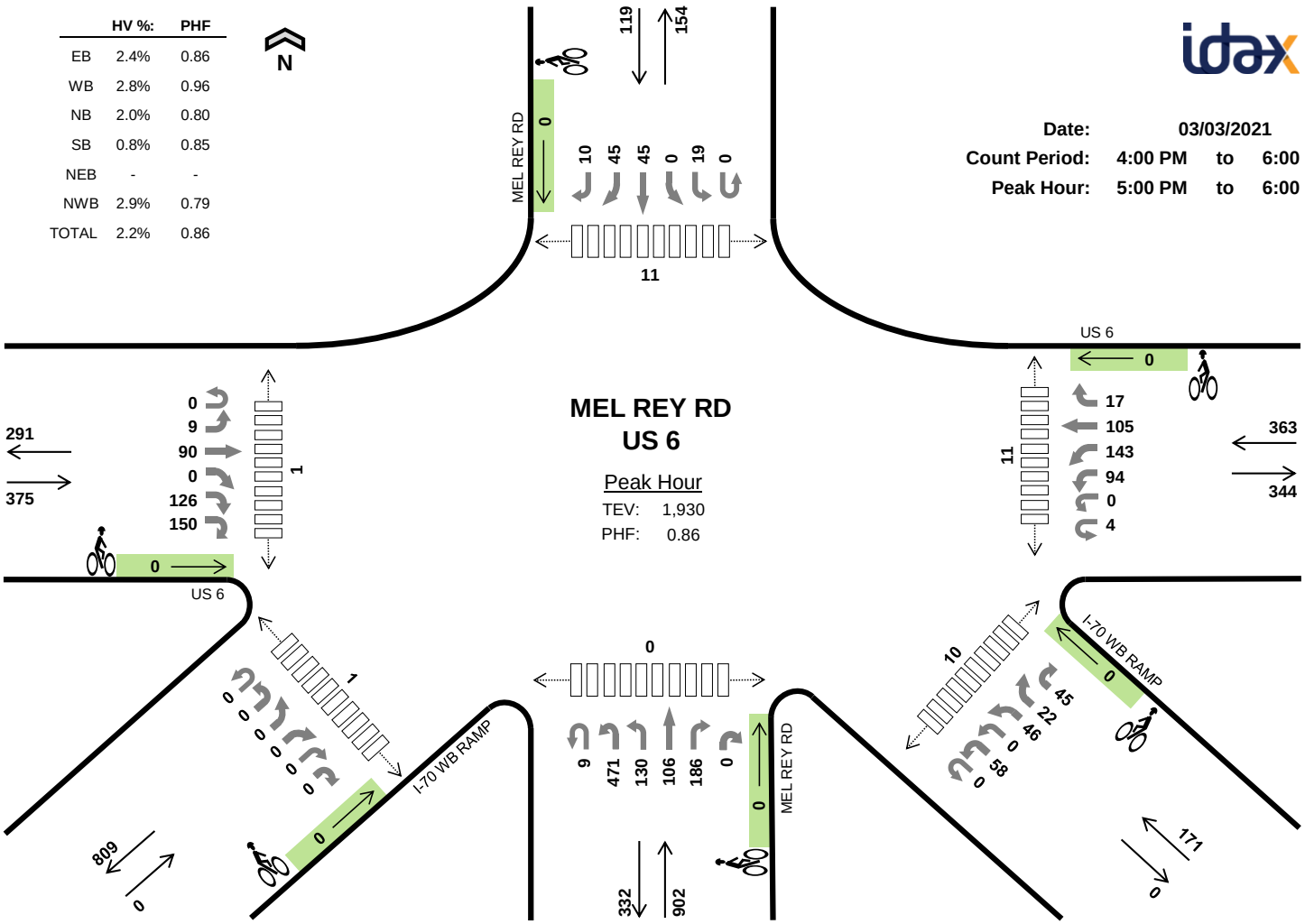
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	1	0	0	1	1	0	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	10	0
7:15 AM	0	0	1	0	2	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
7:30 AM	0	0	1	0	2	1	0	0	0	1	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	12	0
7:45 AM	**0**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**14**	43
8:00 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**3**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**12**	45
8:15 AM	**0**	**0**	**3**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**1**	**1**	**0**	**1**	**3**	**1**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**22**	60
8:30 AM	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**4**	**2**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**	**66**
8:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	2	0	1	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	16	68
Count Total	0	1	6	0	15	6	0	0	3	5	7	1	0	14	15	6	12	0	0	1	0	7	0	0	0	0	0	0	0	0	0	4	0	4	0	4	111	0
Peak Hour	**0**	**0**	**4**	**0**	**7**	**4**	**0**	**0**	**1**	**3**	**4**	**1**	**0**	**8**	**10**	**5**	**7**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**3**	66	**0**

Two-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**

	HV %:	PHF
EB	2.4%	0.86
WB	2.8%	0.96
NB	2.0%	0.80
SB	0.8%	0.85
NEB	-	-
NWB	2.9%	0.79
TOTAL	2.2%	0.86



Two-Hour Count Summaries

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
4:00 PM	0	2	15	0	34	22	0	0	26	35	22	3	1	66	33	15	50	0	0	9	0	8	11	2	0	0	0	0	0	0	0	17	0	8	4	10	393	0
4:15 PM	0	2	27	0	37	32	1	0	23	19	25	8	1	98	27	24	43	0	0	2	0	12	11	0	0	0	0	0	0	0	0	11	0	21	3	7	434	0
4:30 PM	0	5	20	0	35	19	0	0	23	26	30	5	0	129	31	30	41	0	1	6	0	14	5	1	0	0	0	0	0	0	0	9	0	11	4	9	454	0
4:45 PM	0	3	21	0	37	17	0	0	22	21	34	7	0	108	47	27	40	0	0	4	0	18	10	3	0	0	0	0	0	0	0	10	0	11	6	6	452	1,733
5:00 PM	**0**	**3**	**20**	**0**	**36**	**50**	**1**	**0**	**20**	**35**	**30**	**2**	**2**	**162**	**34**	**36**	**49**	**0**	**0**	**7**	**0**	**8**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**16**	**4**	**14**	**564**	1,904
5:15 PM	**0**	**2**	**24**	**0**	**33**	**33**	**1**	**0**	**20**	**42**	**27**	**2**	**0**	**106**	**31**	**20**	**53**	**0**	**0**	**5**	**0**	**10**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**0**	**5**	**4**	**7**	**455**	1,925
5:30 PM	**0**	**2**	**21**	**0**	**22**	**33**	**1**	**0**	**31**	**34**	**24**	**5**	**5**	**98**	**33**	**25**	**49**	**0**	**0**	**5**	**0**	**17**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**12**	**5**	**10**	**451**	1,922
5:45 PM	**0**	**2**	**25**	**0**	**35**	**34**	**1**	**0**	**23**	**32**	**24**	**8**	**2**	**105**	**32**	**25**	**35**	**0**	**0**	**2**	**0**	**10**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**13**	**9**	**14**	**460**	**1,930**
Count Total	0	21	173	0	269	240	5	0	188	244	216	40	11	872	268	202	360	0	1	40	0	97	82	16	0	0	0	0	0	0	0	105	0	97	39	77	3,663	0
Peak Hour All	**0**	**9**	**90**	**0**	**126**	**150**	**4**	**0**	**94**	**143**	**105**	**17**	**9**	**471**	**130**	**106**	**186**	**0**	**0**	**19**	**0**	**45**	**45**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**58**	**0**	**46**	**22**	**45**	**1,930**	**0**
Peak Hour HV	**0**	**0**	**3**	**0**	**3**	**3**	**0**	**0**	**2**	**6**	**2**	**0**	**0**	**6**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**43**	**0**
Peak Hour HV%	**-**	**0%**	**3%**	**-**	**2%**	**2%**	**0%**	**-**	**2%**	**4%**	**2%**	**0%**	**0%**	**1%**	**6%**	**0%**	**2%**	**-**	**-**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0%**	**-**	**4%**	**9%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals							Bicycles							Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	NEB	NWB	Total	EB	WB	NB	SB	NEB	NWB	Total	East	West	North	South	SE	SW	Total
4:00 PM	1	3	6	0	0	2	*12*	0	0	0	0	0	0	*0*	1	0	1	0	1	0	*3*
4:15 PM	6	2	5	0	0	6	*19*	0	0	0	0	0	0	*0*	0	0	0	0	0	0	*0*
4:30 PM	1	2	2	0	0	1	*6*	0	0	0	0	0	0	*0*	0	0	1	0	0	0	*1*
4:45 PM	4	2	5	1	0	0	*12*	0	0	0	0	0	0	*0*	2	0	2	0	3	0	*7*
5:00 PM	**0**	**7**	**3**	**0**	**0**	**0**	***10***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**0**	**1**	**0**	***4***
5:15 PM	**4**	**1**	**6**	**0**	**0**	**2**	***13***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**4**	**0**	**3**	**0**	***10***
5:30 PM	**0**	**1**	**3**	**1**	**0**	**2**	***7***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	**1**	**1**	***4***
5:45 PM	**5**	**1**	**6**	**0**	**0**	**1**	***13***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**5**	**0**	**6**	**0**	**5**	**0**	***16***
Count Total	21	19	36	2	0	14	*92*	0	0	0	0	0	0	*0*	14	1	15	0	14	1	*45*
Peak Hr	**9**	**10**	**18**	**1**	**0**	**5**	***43***	**0**	**0**	**0**	**0**	**0**	**0**	***0***	**11**	**1**	**11**	**0**	**10**	**1**	***34***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
4:00 PM	0	0	0	0	1	0	0	0	1	1	1	0	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	12	0
4:15 PM	0	0	1	0	4	1	0	0	0	0	2	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	19	0
4:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0
4:45 PM	0	0	1	0	3	0	0	0	0	0	1	1	0	1	3	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	49
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**1**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	47
5:15 PM	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**13**	41
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**7**	42
5:45 PM	**0**	**0**	**1**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**	**43**
Count Total	0	0	5	0	11	5	0	0	3	9	6	1	0	14	15	0	7	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	3	3	6	92	0
Peak Hour	**0**	**0**	**3**	**0**	**3**	**3**	**0**	**0**	**2**	**6**	**2**	**0**	**0**	**6**	**8**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	43	**0**

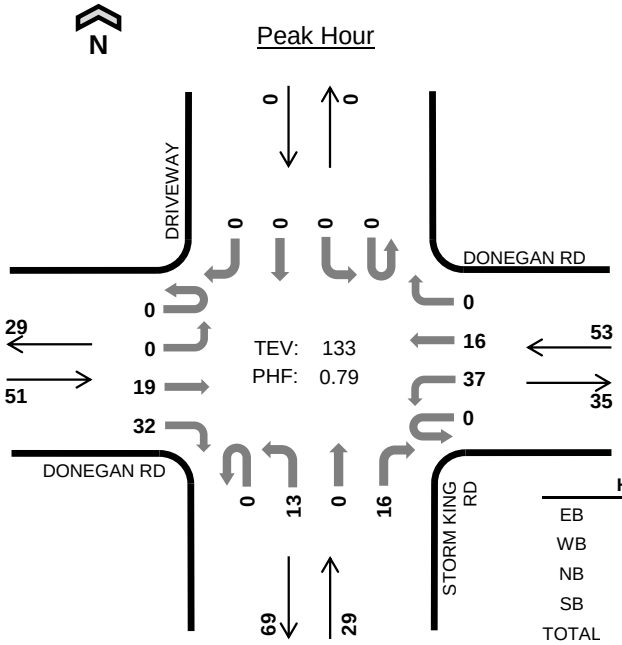
Two-Hour Count Summaries - Bikes

Interval Start	US 6 Eastbound						US 6 Westbound						MEL REY RD Northbound						MEL REY RD Southbound						I-70 WB RAMP Northeastbound						I-70 WB RAMP Northwestbound						15-min Total	Rolling One Hour
	UT	LT	TH	BR	RT	HR	UT	HL	LT	BL	TH	RT	UT	HL	LT	TH	RT	HR	UT	LT	BL	TH	BR	RT	UT	HL	BL	BR	RT	HR	UT	HL	LT	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**

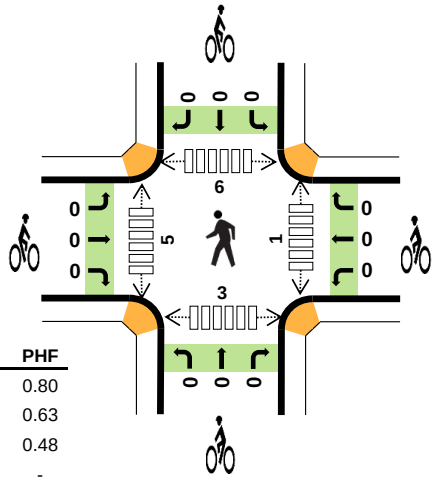
STORM KING RD
DONEGAN RD

Date: 03/03/2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	2.0%	0.80
WB	3.8%	0.63
NB	0.0%	0.48
SB	-	-
TOTAL	2.3%	0.79



Two-Hour Count Summaries

Interval Start		DONEGAN RD Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	DRIVEWAY Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
7:00 AM		0	0	5	4	0	0	1	0	0	0	0	2	0	0	0	0	12	0
7:15 AM		0	0	1	8	0	2	0	0	0	4	0	0	0	0	0	0	15	0
7:30 AM		**0**	**0**	**5**	**11**	**0**	**3**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	0
7:45 AM		**0**	**0**	**1**	**10**	**0**	**8**	**6**	**0**	**0**	**3**	**0**	**3**	**0**	**0**	**0**	**0**	**31**	81
8:00 AM		**0**	**0**	**7**	**8**	**0**	**16**	**5**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**42**	111
8:15 AM		**0**	**0**	**6**	**3**	**0**	**10**	**3**	**0**	**0**	**4**	**0**	**11**	**0**	**0**	**0**	**0**	**37**	**133**
8:30 AM		0	0	6	5	0	3	2	0	0	5	0	1	0	0	0	0	22	132
8:45 AM		0	0	1	3	0	5	2	0	0	4	0	3	0	0	0	0	18	119
Count Total		0	0	32	52	0	47	21	0	0	26	0	22	0	0	0	0	200	0
Peak Hour	**All**	**0**	**0**	**19**	**32**	**0**	**37**	**16**	**0**	**0**	**13**	**0**	**16**	**0**	**0**	**0**	**0**	**133**	**0**
	HV	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**
	HV%	**-**	**-**	**5%**	**0%**	**-**	**5%**	**0%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
7:00 AM	3	1	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	1	0	*1*
7:30 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**1**	**1**	*3*
8:00 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**5**	**2**	*12*
8:15 AM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	1	1	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	6	5	1	0	*12*	0	0	0	0	*0*	1	5	7	3	*16*
Peak Hour	**1**	**2**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**5**	**6**	**3**	***15***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	2
8:15 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	4
8:45 AM	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	3	7
Count Total	0	0	4	2	0	4	1	0	0	0	0	1	0	0	0	0	12	0
Peak Hour	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

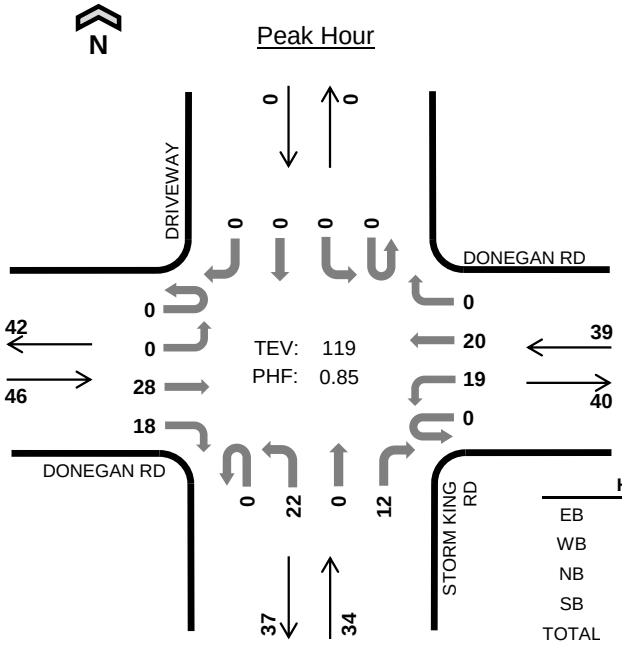
Two-Hour Count Summaries - Bikes

Interval Start	DONEGAN RD			DONEGAN RD			STORM KING RD			DRIVEWAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

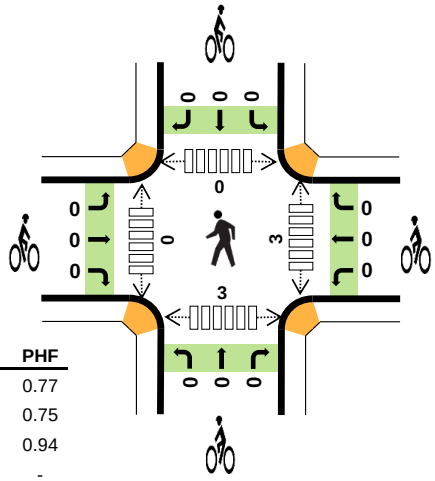
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

STORM KING RD
DONEGAN RD

Date: 03/03/2021
Count Period: 2:00 PM to 6:00 PM
Peak Hour: 3:00 PM to 4:00 PM



	HV %:	PHF
EB	4.3%	0.77
WB	7.7%	0.75
NB	0.0%	0.94
SB	-	-
TOTAL	4.2%	0.85



Four-Hour Count Summaries

Interval Start		DONEGAN RD Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	DRIVEWAY Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
3:00 PM		0	0	5	8	0	7	6	0	0	7	0	2	0	0	0	0	35	0
3:15 PM		0	0	10	5	0	8	4	0	0	5	0	3	0	0	0	0	35	0
3:30 PM		0	0	8	2	0	1	4	0	0	5	0	4	0	0	0	0	24	0
3:45 PM		0	0	5	3	0	3	6	0	0	5	0	3	0	0	0	0	25	119
Peak Hour	All	0	0	28	18	0	19	20	0	0	22	0	12	0	0	0	0	119	0
	HV	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	0	5	0
	HV%	-	-	7%	0%	-	11%	5%	-	-	0%	-	0%	-	-	-	-	4%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
3:00 PM	0	2	0	0	*2*	0	0	0	0	*0*	1	0	0	1	*2*
3:15 PM	2	1	0	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
3:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	2	*3*
3:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	0	0	0	*1*
Peak Hour	2	3	0	0	*5*	0	0	0	0	*0*	3	0	0	3	*6*

Four-Hour Count Summaries

Interval Start	DONEGAN RD Eastbound UT	LT	TH	RT	DONEGAN RD Westbound UT	LT	TH	RT	STORM KING RD Northbound UT	LT	TH	RT	DRIVEWAY Southbound UT	LT	TH	RT	15-min Total	Rolling One Hour
2:00 PM	0	0	3	6	0	12	7	0	0	5	0	12	0	0	1	0	46	0
2:15 PM	0	0	5	3	0	1	2	0	0	3	0	6	0	0	0	1	21	0
2:30 PM	0	0	3	4	0	4	3	0	0	1	0	3	0	0	0	0	18	0
2:45 PM	0	0	2	6	0	3	4	0	0	1	0	4	0	0	0	0	20	105
3:00 PM	**0**	**0**	**5**	**8**	**0**	**7**	**6**	**0**	**0**	**7**	**0**	**2**	**0**	**0**	**0**	**0**	**35**	94
3:15 PM	**0**	**0**	**10**	**5**	**0**	**8**	**4**	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**35**	108
3:30 PM	**0**	**0**	**8**	**2**	**0**	**1**	**4**	**0**	**0**	**5**	**0**	**4**	**0**	**0**	**0**	**0**	**24**	114
3:45 PM	**0**	**0**	**5**	**3**	**0**	**3**	**6**	**0**	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**25**	**119**
4:00 PM	0	0	7	8	0	5	6	0	0	2	0	3	0	0	0	0	31	115
4:15 PM	0	0	3	4	0	4	4	0	0	5	0	5	0	0	0	0	25	105
4:30 PM	0	0	3	4	0	5	4	0	0	5	0	3	0	0	0	0	24	105
4:45 PM	0	0	6	5	0	6	2	0	0	5	0	5	0	0	0	0	29	109
5:00 PM	0	0	2	6	0	5	5	0	0	7	0	5	0	0	0	0	30	108
5:15 PM	0	0	1	5	0	2	4	0	0	9	0	1	0	0	0	0	22	105
5:30 PM	0	0	1	4	0	3	3	0	0	8	0	2	0	0	0	0	21	102
5:45 PM	0	0	0	5	0	2	2	0	0	6	0	4	0	0	0	0	19	92
Count Total	0	0	64	78	0	71	66	0	0	79	0	65	0	0	1	1	425	0
Peak Hour All	**0**	**0**	**28**	**18**	**0**	**19**	**20**	**0**	**0**	**22**	**0**	**12**	**0**	**0**	**0**	**0**	**119**	**0**
Peak Hour HV	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**
Peak Hour HV%	**-**	**-**	**7%**	**0%**	**-**	**11%**	**5%**	**-**	**-**	**0%**	**-**	**0%**	**-**	**-**	**-**	**-**	**4%**	**0**

Note: Four-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals EB	WB	NB	SB	Total	Bicycles EB	WB	NB	SB	Total	Pedestrians (Crossing Leg) East	West	North	South	Total
2:00 PM	0	1	0	0	*1*	0	0	0	0	*0*	3	10	9	10	*32*
2:15 PM	0	1	0	0	*1*	0	0	0	0	*0*	1	0	0	2	*3*
2:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	2	0	0	0	*2*
2:45 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	1	*1*
3:00 PM	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	*2*
3:15 PM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
3:30 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**2**	*3*
3:45 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
4:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	1	1	*2*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	1	*1*
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	2	*2*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	7	0	0	*11*	0	0	0	0	*0*	9	10	10	20	*49*
Peak Hour	**2**	**3**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**3**	***6***

Four-Hour Count Summaries - Heavy Vehicles

Interval Start	DONEGAN RD				DONEGAN RD				STORM KING RD				DRIVEWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4
3:00 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	5
3:15 PM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	7
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	6
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	2	2	0	5	2	0	0	0	0	0	0	0	0	0	11	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**

Four-Hour Count Summaries - Bikes

Interval Start	DONEGAN RD			DONEGAN RD			STORM KING RD			DRIVEWAY			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
3:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX B

CDOT OTIS Traffic Information and Projections

480 Donegan: CDOT Traffic Projections and COVID Adjustment Calculations

Route	Beg. Ref	End Ref	2018 AADT	2020 AADT	20 Year Factor	Yearly Growth Rate	Description	Counted AADT	COVID Adjustment
006K	0	0.338	11000	11033	1.03	0.13%	ON SH 6 WEST ST W/O SH 82 GLENWOOD SPRINGS	8200	135%

APPENDIX C

Trip Generation Worksheets

Kimley»Horn

Project	480 Donegan				
Subject	Trip Generation for Multifamily Housing (Low-Rise)				
Designed by	JRP	*Date*	March 10, 2021	*Job No.*	096671004
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independant Variable - Dwelling Units (X)

X = 20
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 32)

Directional Distribution: 23% ent. 77% exit.

Ln(T) = 0.95 Ln(X) - 0.51
Ln(T) = 0.95 * Ln(20.0) - 0.51

T = 10 Average Vehicle Trip Ends
2 entering 8 exiting

2 + 8 = 10

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 33)

Directional Distribution: 63% ent. 37% exit.

Ln(T) = 0.89 Ln(X) - 0.02
Ln(T) = 0.89 * Ln(20.0) - 0.02

T = 14 Average Vehicle Trip Ends
9 entering 5 exiting

9 + 5 = 14

Weekday (Series 200 Page 31)

Directional Distribution: 50% ent. 50% exit.

(T) = 7.56*(X) - 40.86
(T) = 7.56 * 20 - 40.86

T = 110 Average Vehicle Trip Ends
55 entering 55 exiting

55 + 55 = 110

Peak Hour of Generator, Saturday (Series 200 Page 37)

Directional Distribution: 50% ent. 50% exit.

(T) = 1.08*(X) - 33.24
(T) = 1.08 * 20 - 33.24

T = -12 Average Vehicle Trip Ends
-6 entering -6 exiting

-6 + -6 = -12

Kimley»Horn

Project	480 Donegan				
Subject	Trip Generation for Multifamily Housing (Mid-Rise)				
Designed by	JRP	*Date*	March 10, 2021	*Job No.*	096671004
Checked by		*Date*		*Sheet No.*	1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independant Variable - Dwelling Units (X)

X = 340
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

Directional Distribution: 26% ent. 74% exit.

Ln(T) = 0.98 Ln(X) - 0.98
Ln(T) = 0.98 * Ln(340.0) - 0.98

T = 114 Average Vehicle Trip Ends
30 entering 84 exiting

30 + 84 = 114

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

Directional Distribution: 61% ent. 39% exit.

Ln(T) = 0.96 Ln(X) - 0.63
Ln(T) = 0.96 * Ln(340.0) - 0.63

T = 143 Average Vehicle Trip Ends
87 entering 56 exiting

87 + 56 = 143

Weekday (Series 200 Page 73)

Directional Distribution: 50% ent. 50% exit.

(T) = 5.45*(X) - 1.75
(T) = 5.45 * 340 - 1.75

T = 1852 Average Vehicle Trip Ends
926 entering 926 exiting

926 + 926 = 1852

Peak Hour of Generator, Saturday (Series 200 Page 79)

Directional Distribution: 49% ent. 51% exit.

(T) = 0.42*(X) + 6.73
(T) = 0.42 * 340 + 6.73

T = 150 Average Vehicle Trip Ends
72 entering 77 exiting

72 + 77 = not ok

Kimley»Horn

Project	480 Donegan				
Subject	Trip Generation for High-Turnover (Sit-Down) Restaurant				
Designed by	JRP	*Date*	March 11, 2021	*Job No.*	096671004
Checked by		*Date*		*Sheet No.*	1 *of* 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations
Land Use Code - High Turnover Sit-Down Restaurant (932)
Independant Variable - 1000 Square Feet Gross Floor Area (X)

Gross Floor Area = 2,000 Square Feet
X = 2.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (900 Series Page 97)

Average Weekday — Directional Distribution: 55% ent. 45% exit.
T = 9.94 (X) — T = 20 Average Vehicle Trip Ends
T = 9.94 * 2.000 — 11 entering 9 exiting

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (900 Series Page 98)

Average Weekday — Directional Distribution: 62% ent. 38% exit.
T = 9.77 (X) — T = 20 Average Vehicle Trip Ends
T = 9.77 * 2.000 — 12 entering 8 exiting

Weekday (900 Series Page 96)

Average Weekday — Directional Distribution: 50% entering, 50% exiting
T = 112.18 (X) — T = 226 Average Vehicle Trip Ends
T = 112.18 * 2.000 — 113 entering 113 exiting

P.M. Peak Hour of Generator (900 Series Page 100)

Average Weekday — Directional Distribution: 52% ent. 48% exit.
T = 17.41 (X) — T = 35 Average Vehicle Trip Ends
T = 17.41 * 2.000 — 18 entering 17 exiting

Saturday Peak Hour of Generator (900 Series Page 105

Average Saturday — Directional Distribution: 51% ent. 49% exit.
T = 11.19 (X) — T = 24 Average Vehicle Trip Ends
T = 11.19 * 2.000 — 12 entering 12 exiting

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 207)

AM Peak Hour = 57% Non-Pass By — PM Peak Hour = 57% Non-Pass By

	IN	Out	Total
AM Peak	6	5	11
PM Peak	7	5	11
Daily	64	64	128

PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 207)

AM Peak Hour = 43% Pass By — PM Peak Hour = 43% Pass By

	IN	Out	Total
AM Peak	5	4	9
PM Peak	5	3	9
Daily	49	49	98

PM Peak Hour Rate Applied to Daily

APPENDIX D

Intersection Analysis Worksheets

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	56	57	1	6	2
Future Vol, veh/h	3	56	57	1	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	61	62	1	7	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	63	0	-	0	130	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1540	-	-	-	864	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1540	-	-	-	862	1002
Mov Cap-2 Maneuver	-	-	-	-	862	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1540	-	-	-	893
HCM Lane V/C Ratio	0.002	-	-	-	0.01
HCM Control Delay (s)	7.3	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	48	73	2	3	1
Future Vol, veh/h	4	48	73	2	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	79	2	3	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	81	0	-	0	140	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1517	-	-	-	853	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	850	980
Mov Cap-2 Maneuver	-	-	-	-	850	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	879
HCM Lane V/C Ratio	0.003	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	100	5	10	5
Future Vol, veh/h	5	85	100	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	92	109	5	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	114	0	-	0	214	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1475	-	-	-	774	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1475	-	-	-	771	941
Mov Cap-2 Maneuver	-	-	-	-	771	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1475	-	-	-	820
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	145	165	5	5	5
Future Vol, veh/h	5	145	165	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	158	179	5	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	184	0	-	0	350	182
Stage 1	-	-	-	-	182	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1391	-	-	-	647	861
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1391	-	-	-	644	861
Mov Cap-2 Maneuver	-	-	-	-	644	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1391	-	-	-	737
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Future Vol, veh/h	5	85	1	35	100	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	92	1	38	109	5	1	0	87	11	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	93	0	0	293	293	93	334	291	112
Stage 1	-	-	-	-	-	-	103	103	-	188	188	-
Stage 2	-	-	-	-	-	-	190	190	-	146	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1501	-	-	659	618	964	620	619	941
Stage 1	-	-	-	-	-	-	903	810	-	814	745	-
Stage 2	-	-	-	-	-	-	812	743	-	857	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1501	-	-	640	599	964	551	600	941
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	599	-	551	600	-
Stage 1	-	-	-	-	-	-	899	807	-	811	725	-
Stage 2	-	-	-	-	-	-	786	723	-	777	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.9	9.1	10.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	958	1475	-	-	1501	-	-	639
HCM Lane V/C Ratio	0.092	0.004	-	-	0.025	-	-	0.026
HCM Control Delay (s)	9.1	7.5	0	-	7.5	0	-	10.8
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	145	1	85	165	5	1	0	55	5	0	5
Future Vol, veh/h	5	145	1	85	165	5	1	0	55	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	158	1	92	179	5	1	0	60	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	159	0	0	537	537	159	565	535	182
Stage 1	-	-	-	-	-	-	169	169	-	366	366	-
Stage 2	-	-	-	-	-	-	368	368	-	199	169	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1420	-	-	455	450	886	436	452	861
Stage 1	-	-	-	-	-	-	833	759	-	653	623	-
Stage 2	-	-	-	-	-	-	652	621	-	803	759	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1420	-	-	426	416	886	383	418	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	426	416	-	383	418	-
Stage 1	-	-	-	-	-	-	830	756	-	650	578	-
Stage 2	-	-	-	-	-	-	601	576	-	746	756	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2.6	9.5	11.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	869	1391	-	-	1420	-	-	530
HCM Lane V/C Ratio	0.07	0.004	-	-	0.065	-	-	0.021
HCM Control Delay (s)	9.5	7.6	0	-	7.7	0	-	11.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	90	105	5	10	5
Future Vol, veh/h	5	90	105	5	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	98	114	5	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	119	0	-	0	225	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1469	-	-	-	763	935
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1469	-	-	-	760	935
Mov Cap-2 Maneuver	-	-	-	-	760	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	811
HCM Lane V/C Ratio	0.004	-	-	-	0.02
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	150	170	5	5	5
Future Vol, veh/h	5	150	170	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	163	185	5	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	190	0	-	0	361	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1384	-	-	-	638	854
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1384	-	-	-	635	854
Mov Cap-2 Maneuver	-	-	-	-	635	-
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	728
HCM Lane V/C Ratio	0.004	-	-	-	0.015
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	90	1	35	105	5	1	0	80	10	0	5
Future Vol, veh/h	5	90	1	35	105	5	1	0	80	10	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	98	1	38	114	5	1	0	87	11	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	119	0	0	99	0	0	304	304	99	345	302	117
Stage 1	-	-	-	-	-	-	109	109	-	193	193	-
Stage 2	-	-	-	-	-	-	195	195	-	152	109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1469	-	-	1494	-	-	648	609	957	609	611	935
Stage 1	-	-	-	-	-	-	896	805	-	809	741	-
Stage 2	-	-	-	-	-	-	807	739	-	850	805	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1469	-	-	1494	-	-	629	590	957	541	592	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	629	590	-	541	592	-
Stage 1	-	-	-	-	-	-	892	802	-	806	721	-
Stage 2	-	-	-	-	-	-	781	719	-	770	802	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	1.8	9.2	10.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	951	1469	-	-	1494	-	-	629
HCM Lane V/C Ratio	0.093	0.004	-	-	0.025	-	-	0.026
HCM Control Delay (s)	9.2	7.5	0	-	7.5	0	-	10.9
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	150	1	85	170	5	1	0	55	5	0	5
Future Vol, veh/h	5	150	1	85	170	5	1	0	55	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	163	1	92	185	5	1	0	60	5	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	190	0	0	164	0	0	548	548	164	576	546	188
Stage 1	-	-	-	-	-	-	174	174	-	372	372	-
Stage 2	-	-	-	-	-	-	374	374	-	204	174	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1384	-	-	1414	-	-	447	444	881	428	445	854
Stage 1	-	-	-	-	-	-	828	755	-	648	619	-
Stage 2	-	-	-	-	-	-	647	618	-	798	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	1414	-	-	418	410	881	375	411	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	418	410	-	375	411	-
Stage 1	-	-	-	-	-	-	825	752	-	645	574	-
Stage 2	-	-	-	-	-	-	596	573	-	741	752	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.5	9.5	12.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	864	1384	-	-	1414	-	-	521
HCM Lane V/C Ratio	0.07	0.004	-	-	0.065	-	-	0.021
HCM Control Delay (s)	9.5	7.6	0	-	7.7	0	-	12.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0.2	-	-	0.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	23	38	42	23	7	34	14	20	5	32	1
Future Vol, veh/h	1	23	38	42	23	7	34	14	20	5	32	1
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	32	53	58	32	10	47	19	28	7	44	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8	7.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	2%	58%	13%
Vol Thru, %	21%	37%	32%	84%
Vol Right, %	29%	61%	10%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	62	72	38
LT Vol	34	1	42	5
Through Vol	14	23	23	32
RT Vol	20	38	7	1
Lane Flow Rate	94	86	100	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.114	0.096	0.123	0.065
Departure Headway (Hd)	4.327	4.016	4.416	4.458
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	831	896	815	805
Service Time	2.339	2.027	2.427	2.473
HCM Lane V/C Ratio	0.113	0.096	0.123	0.066
HCM Control Delay	7.9	7.5	8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	23	27	36	36	9	34	53	35	4	19	5
Future Vol, veh/h	1	23	27	36	36	9	34	53	35	4	19	5
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	29	34	45	45	11	41	64	42	7	33	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8.1	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	2%	44%	14%
Vol Thru, %	43%	45%	44%	68%
Vol Right, %	29%	53%	11%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	51	81	28
LT Vol	34	1	36	4
Through Vol	53	23	36	19
RT Vol	35	27	9	5
Lane Flow Rate	147	65	101	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.173	0.075	0.125	0.059
Departure Headway (Hd)	4.244	4.17	4.46	4.386
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	861	806	819
Service Time	2.258	2.184	2.475	2.401
HCM Lane V/C Ratio	0.173	0.075	0.125	0.059
HCM Control Delay	8.1	7.5	8.1	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.4	0.2

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	45	40	45	60	10	35	15	25	10	35	10
Future Vol, veh/h	10	45	40	45	60	10	35	15	25	10	35	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	63	56	63	83	14	49	21	35	14	49	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.7	8.3	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	11%	39%	18%
Vol Thru, %	20%	47%	52%	64%
Vol Right, %	33%	42%	9%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	95	115	55
LT Vol	35	10	45	10
Through Vol	15	45	60	35
RT Vol	25	40	10	10
Lane Flow Rate	104	132	160	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.158	0.201	0.099
Departure Headway (Hd)	4.58	4.309	4.528	4.647
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	833	792	771
Service Time	2.609	2.337	2.556	2.678
HCM Lane V/C Ratio	0.133	0.158	0.202	0.099
HCM Control Delay	8.3	8.1	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.7	0.3

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	105	30	40	110	10	35	55	40	5	20	20
Future Vol, veh/h	20	105	30	40	110	10	35	55	40	5	20	20
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	133	38	50	138	13	42	66	48	9	34	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	9.5	9.2	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	13%	25%	11%
Vol Thru, %	42%	68%	69%	44%
Vol Right, %	31%	19%	6%	44%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	155	160	45
LT Vol	35	20	40	5
Through Vol	55	105	110	20
RT Vol	40	30	10	20
Lane Flow Rate	157	196	200	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.21	0.254	0.264	0.104
Departure Headway (Hd)	4.83	4.654	4.747	4.827
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	767	754	737
Service Time	2.888	2.705	2.799	2.892
HCM Lane V/C Ratio	0.212	0.256	0.265	0.106
HCM Control Delay	9.2	9.3	9.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1	1.1	0.3

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	60	105	45	70	10	65	15	25	10	35	15
Future Vol, veh/h	15	60	105	45	70	10	65	15	25	10	35	15
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	83	146	63	97	14	90	21	35	14	49	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.3	9.3	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	8%	36%	17%
Vol Thru, %	14%	33%	56%	58%
Vol Right, %	24%	58%	8%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	105	180	125	60
LT Vol	65	15	45	10
Through Vol	15	60	70	35
RT Vol	25	105	10	15
Lane Flow Rate	146	250	174	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.305	0.232	0.115
Departure Headway (Hd)	4.986	4.386	4.812	4.979
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	715	815	743	714
Service Time	3.049	2.434	2.867	3.049
HCM Lane V/C Ratio	0.204	0.307	0.234	0.116
HCM Control Delay	9.3	9.4	9.3	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	1.3	0.9	0.4

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	115	75	40	130	10	100	55	40	5	20	25
Future Vol, veh/h	25	115	75	40	130	10	100	55	40	5	20	25
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	146	95	50	163	13	120	66	48	9	34	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	10.8	11.2	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	12%	22%	10%
Vol Thru, %	28%	53%	72%	40%
Vol Right, %	21%	35%	6%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	215	180	50
LT Vol	100	25	40	5
Through Vol	55	115	130	20
RT Vol	40	75	10	25
Lane Flow Rate	235	272	225	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.348	0.376	0.327	0.128
Departure Headway (Hd)	5.337	4.975	5.226	5.342
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	674	724	689	671
Service Time	3.368	3.003	3.255	3.381
HCM Lane V/C Ratio	0.349	0.376	0.327	0.128
HCM Control Delay	11.2	11	10.8	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.6	1.8	1.4	0.4

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	50	45	50	60	10	40	20	25	10	40	10
Future Vol, veh/h	10	50	45	50	60	10	40	20	25	10	40	10
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	69	63	69	83	14	56	28	35	14	56	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.9	8.6	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	47%	10%	42%	17%
Vol Thru, %	24%	48%	50%	67%
Vol Right, %	29%	43%	8%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	85	105	120	60
LT Vol	40	10	50	10
Through Vol	20	50	60	40
RT Vol	25	45	10	10
Lane Flow Rate	118	146	167	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.153	0.177	0.213	0.109
Departure Headway (Hd)	4.667	4.37	4.609	4.726
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	820	778	757
Service Time	2.703	2.402	2.64	2.764
HCM Lane V/C Ratio	0.154	0.178	0.215	0.11
HCM Control Delay	8.6	8.3	8.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.8	0.4

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	105	30	40	115	10	40	60	40	5	25	20
Future Vol, veh/h	20	105	30	40	115	10	40	60	40	5	25	20
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	133	38	50	144	13	48	72	48	9	43	34
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	9.7	9.4	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	13%	24%	10%
Vol Thru, %	43%	68%	70%	50%
Vol Right, %	29%	19%	6%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	140	155	165	50
LT Vol	40	20	40	5
Through Vol	60	105	115	25
RT Vol	40	30	10	20
Lane Flow Rate	169	196	206	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.257	0.275	0.117
Departure Headway (Hd)	4.884	4.72	4.805	4.894
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	755	743	727
Service Time	2.945	2.78	2.866	2.965
HCM Lane V/C Ratio	0.232	0.26	0.277	0.118
HCM Control Delay	9.4	9.4	9.7	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1	1.1	0.4

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	65	110	50	70	10	70	20	25	10	40	15
Future Vol, veh/h	15	65	110	50	70	10	70	20	25	10	40	15
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	90	153	69	97	14	97	28	35	14	56	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.6	9.6	8.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	61%	8%	38%	15%
Vol Thru, %	17%	34%	54%	62%
Vol Right, %	22%	58%	8%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	190	130	65
LT Vol	70	15	50	10
Through Vol	20	65	70	40
RT Vol	25	110	10	15
Lane Flow Rate	160	264	181	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.225	0.327	0.246	0.127
Departure Headway (Hd)	5.063	4.459	4.899	5.069
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	703	800	728	700
Service Time	3.14	2.519	2.967	3.154
HCM Lane V/C Ratio	0.228	0.33	0.249	0.129
HCM Control Delay	9.6	9.7	9.6	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	1.4	1	0.4

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	115	75	40	135	10	105	60	40	5	25	25
Future Vol, veh/h	25	115	75	40	135	10	105	60	40	5	25	25
Peak Hour Factor	0.79	0.79	0.79	0.80	0.80	0.80	0.83	0.83	0.83	0.58	0.58	0.58
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	146	95	50	169	13	127	72	48	9	43	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.2	11.1	11.6	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	12%	22%	9%
Vol Thru, %	29%	53%	73%	45%
Vol Right, %	20%	35%	5%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	205	215	185	55
LT Vol	105	25	40	5
Through Vol	60	115	135	25
RT Vol	40	75	10	25
Lane Flow Rate	247	272	231	95
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.382	0.341	0.143
Departure Headway (Hd)	5.395	5.059	5.304	5.432
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	710	678	659
Service Time	3.429	3.093	3.337	3.474
HCM Lane V/C Ratio	0.37	0.383	0.341	0.144
HCM Control Delay	11.6	11.2	11.1	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.7	1.8	1.5	0.5

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	392	212	0	101	8
Future Vol, veh/h	12	392	212	0	101	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	436	236	0	112	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	236	0	-	0	698	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1331	-	-	-	407	803
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	402	803
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1331	-	-	-	417
HCM Lane V/C Ratio	0.01	-	-	-	0.29
HCM Control Delay (s)	7.7	0	-	-	17.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	242	464	1	55	19
Future Vol, veh/h	14	242	464	1	55	19
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	260	499	1	59	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	502	0	-	0	792	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1062	-	-	-	358	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	759	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	350	568
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1060	-	-	-	388
HCM Lane V/C Ratio	0.014	-	-	-	0.205
HCM Control Delay (s)	8.4	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	410	240	0	115	10
Future Vol, veh/h	15	410	240	0	115	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	456	267	0	128	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	757	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1297	-	-	-	375	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1297	-	-	-	368	772
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1297	-	-	-	384
HCM Lane V/C Ratio	0.013	-	-	-	0.362
HCM Control Delay (s)	7.8	0	-	-	19.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	310	525	5	105	20
Future Vol, veh/h	15	310	525	5	105	20
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	333	565	5	113	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	572	0	-	0	935	570
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	365	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1001	-	-	-	295	521
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	999	-	-	-	288	520
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	999	-	-	-	310
HCM Lane V/C Ratio	0.016	-	-	-	0.434
HCM Control Delay (s)	8.7	0	-	-	25.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.1

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	440	255	0	130	10
Future Vol, veh/h	15	440	255	0	130	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	489	283	0	144	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	283	0	-	0	806	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1279	-	-	-	351	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1279	-	-	-	345	756
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	595	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	22.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1279	-	-	-	359
HCM Lane V/C Ratio	0.013	-	-	-	0.433
HCM Control Delay (s)	7.9	0	-	-	22.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.1

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	335	560	5	115	20
Future Vol, veh/h	15	335	560	5	115	20
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	360	602	5	124	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	609	0	-	0	999	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	970	-	-	-	270	496
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	968	-	-	-	263	495
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	30.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	968	-	-	-	283
HCM Lane V/C Ratio	0.017	-	-	-	0.513
HCM Control Delay (s)	8.8	0	-	-	30.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	450	260	0	125	10
Future Vol, veh/h	15	450	260	0	125	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	500	289	0	139	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	823	289
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	534	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1273	-	-	-	343	750
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	337	750
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	22.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1273	-	-	-	351
HCM Lane V/C Ratio	0.013	-	-	-	0.427
HCM Control Delay (s)	7.9	0	-	-	22.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.1

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	335	575	5	125	25
Future Vol, veh/h	20	335	575	5	125	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	360	618	5	134	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	625	0	-	0	1027	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	956	-	-	-	260	486
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	954	-	-	-	251	485
Mov Cap-2 Maneuver	-	-	-	-	251	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	35.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	954	-	-	-	273
HCM Lane V/C Ratio	0.023	-	-	-	0.591
HCM Control Delay (s)	8.9	0	-	-	35.6
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	3.5

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	480	275	0	140	10
Future Vol, veh/h	15	480	275	0	140	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	306	0	156	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	306	0	-	0	873	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	321	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	315	734
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	733	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	26.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1255	-	-	-	327
HCM Lane V/C Ratio	0.013	-	-	-	0.51
HCM Control Delay (s)	7.9	0	-	-	26.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	2.7

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	355	605	5	135	25
Future Vol, veh/h	20	355	605	5	135	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	382	651	5	145	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1082	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	241	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	233	464
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	499	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	928	-	-	-	253
HCM Lane V/C Ratio	0.023	-	-	-	0.68
HCM Control Delay (s)	9	0	-	-	44.9
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	4.4

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	480	275	0	140	10
Future Vol, veh/h	15	480	275	0	140	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	306	0	156	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	306	0	-	0	873	306
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1255	-	-	-	321	734
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1255	-	-	-	317	734
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1255	-	-	-	445
HCM Lane V/C Ratio	0.013	-	-	-	0.375
HCM Control Delay (s)	7.9	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	355	605	5	135	25
Future Vol, veh/h	20	355	605	5	135	25
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	382	651	5	145	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1082	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	930	-	-	-	241	465
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	659	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	928	-	-	-	234	464
Mov Cap-2 Maneuver	-	-	-	-	364	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	22.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	928	-	-	-	377
HCM Lane V/C Ratio	0.023	-	-	-	0.456
HCM Control Delay (s)	9	-	-	-	22.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	3	74	9	1	1	153	24	15	5	47	30
Future Vol, veh/h	19	3	74	9	1	1	153	24	15	5	47	30
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	47	47	69	69	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	5	112	28	3	3	326	51	32	7	68	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	848	861	104	889	866	83	125	0	0	91	0	0
Stage 1	118	118	-	727	727	-	-	-	-	-	-	-
Stage 2	730	743	-	162	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	281	293	951	264	291	976	1462	-	-	1504	-	-
Stage 1	887	798	-	415	429	-	-	-	-	-	-	-
Stage 2	414	422	-	840	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	217	938	185	216	961	1443	-	-	1493	-	-
Mov Cap-2 Maneuver	221	217	-	185	216	-	-	-	-	-	-	-
Stage 1	667	784	-	314	324	-	-	-	-	-	-	-
Stage 2	309	319	-	732	768	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.2	26.3	6.6	0.5
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1443	-	-	537	203	1493	-	-
HCM Lane V/C Ratio	0.226	-	-	0.271	0.169	0.005	-	-
HCM Control Delay (s)	8.2	0	-	14.2	26.3	7.4	0	-
HCM Lane LOS	A	A	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0.9	-	-	1.1	0.6	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	65	5	1	5	57	24	7	0	38	22
Future Vol, veh/h	19	0	65	5	1	5	57	24	7	0	38	22
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	34	56	56	56	44	44	44	46	46	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	191	9	2	9	130	55	16	0	83	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	472	473	122	548	489	106	145	0	0	92	0	0
Stage 1	121	121	-	344	344	-	-	-	-	-	-	-
Stage 2	351	352	-	204	145	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	502	490	929	447	480	948	1437	-	-	1503	-	-
Stage 1	883	796	-	671	637	-	-	-	-	-	-	-
Stage 2	666	632	-	798	777	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	443	428	916	321	420	910	1418	-	-	1473	-	-
Mov Cap-2 Maneuver	443	428	-	321	420	-	-	-	-	-	-	-
Stage 1	788	786	-	595	564	-	-	-	-	-	-	-
Stage 2	582	560	-	631	767	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.3	13	5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1418	-	-	738	469	1473	-	-
HCM Lane V/C Ratio	0.091	-	-	0.335	0.042	-	-	-
HCM Control Delay (s)	7.8	0	-	12.3	13	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	1.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	85	10	5	5	160	60	20	10	100	35
Future Vol, veh/h	20	5	85	10	5	5	160	60	20	10	100	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	70	47	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	8	129	31	16	16	340	86	43	14	133	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1013	1018	173	1051	1022	124	198	0	0	137	0	0
Stage 1	201	201	-	796	796	-	-	-	-	-	-	-
Stage 2	812	817	-	255	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	237	871	205	236	927	1375	-	-	1447	-	-
Stage 1	801	735	-	380	399	-	-	-	-	-	-	-
Stage 2	373	390	-	749	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	167	859	131	167	913	1357	-	-	1436	-	-
Mov Cap-2 Maneuver	153	167	-	131	167	-	-	-	-	-	-	-
Stage 1	576	717	-	275	288	-	-	-	-	-	-	-
Stage 2	251	282	-	623	700	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	35.5	6.2	0.5
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	424	179	1436	-	-
HCM Lane V/C Ratio	0.251	-	-	0.393	0.349	0.01	-	-
HCM Control Delay (s)	8.5	0	-	18.9	35.5	7.5	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	1	-	-	1.8	1.5	0	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	80	10	5	10	75	155	10	0	155	25
Future Vol, veh/h	20	0	80	10	5	10	75	155	10	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	0	160	18	9	18	150	221	23	0	221	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	830	827	263	883	843	276	289	0	0	265	0	0
Stage 1	262	262	-	554	554	-	-	-	-	-	-	-
Stage 2	568	565	-	329	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	307	776	266	300	763	1273	-	-	1299	-	-
Stage 1	743	691	-	517	514	-	-	-	-	-	-	-
Stage 2	508	508	-	684	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	237	256	765	184	250	732	1256	-	-	1273	-	-
Mov Cap-2 Maneuver	237	256	-	184	250	-	-	-	-	-	-	-
Stage 1	632	682	-	436	434	-	-	-	-	-	-	-
Stage 2	409	429	-	540	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.7	20	3.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	478	284	1273	-	-
HCM Lane V/C Ratio	0.119	-	-	0.458	0.157	-	-	-
HCM Control Delay (s)	8.3	0	-	18.7	20	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.4	0.5	0	-	-

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	75	66	75	75	75	47	70	80	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1004	1013	173	1048	1019	121	198	0	0	132	0	0
Stage 1	201	201	-	793	793	-	-	-	-	-	-	-
Stage 2	803	812	-	255	226	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	239	871	206	237	930	1375	-	-	1453	-	-
Stage 1	801	735	-	382	400	-	-	-	-	-	-	-
Stage 2	377	392	-	749	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	169	859	132	168	916	1357	-	-	1442	-	-
Mov Cap-2 Maneuver	158	169	-	132	168	-	-	-	-	-	-	-
Stage 1	577	717	-	277	290	-	-	-	-	-	-	-
Stage 2	259	284	-	624	700	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	46.5	6.3	0.5
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	435	151	1442	-	-
HCM Lane V/C Ratio	0.251	-	-	0.381	0.442	0.01	-	-
HCM Control Delay (s)	8.5	0	-	18.3	46.5	7.5	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	1	-	-	1.8	2	0	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	60	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	852	862	263	902	860	293	289	0	0	300	0	0
Stage 1	262	262	-	571	571	-	-	-	-	-	-	-
Stage 2	590	600	-	331	289	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	280	293	776	259	294	746	1273	-	-	1261	-	-
Stage 1	743	691	-	506	505	-	-	-	-	-	-	-
Stage 2	494	490	-	682	673	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	222	243	765	177	244	716	1256	-	-	1236	-	-
Mov Cap-2 Maneuver	222	243	-	177	244	-	-	-	-	-	-	-
Stage 1	629	682	-	426	425	-	-	-	-	-	-	-
Stage 2	388	412	-	537	664	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	29	2.9	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	456	229	1236	-	-
HCM Lane V/C Ratio	0.119	-	-	0.486	0.351	-	-	-
HCM Control Delay (s)	8.3	0	-	20.1	29	0	-	-
HCM Lane LOS	A	A	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.6	1.5	0	-	-

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Future Vol, veh/h	20	5	85	35	10	5	160	60	30	10	100	35
Peak Hour Factor	0.66	0.75	0.66	0.75	0.75	0.75	0.47	0.70	0.80	0.69	0.75	0.69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	7	129	47	13	7	340	86	38	14	133	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.8	16.3	10.1
HCM LOS	A	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	64%	18%	70%	7%
Vol Thru, %	24%	5%	20%	69%
Vol Right, %	12%	77%	10%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	110	50	145
LT Vol	160	20	35	10
Through Vol	60	5	10	100
RT Vol	30	85	5	35
Lane Flow Rate	464	166	67	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.638	0.244	0.111	0.281
Departure Headway (Hd)	4.953	5.292	5.988	5.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	678	597	705
Service Time	2.953	3.334	4.037	3.125
HCM Lane V/C Ratio	0.633	0.245	0.112	0.282
HCM Control Delay	16.3	10	9.8	10.1
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	4.6	1	0.4	1.2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Future Vol, veh/h	20	1	80	25	10	10	75	155	35	0	155	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	3	160	45	18	18	150	221	58	0	221	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	10.3	16.5	12.2
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	20%	56%	0%
Vol Thru, %	58%	1%	22%	86%
Vol Right, %	13%	79%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	101	45	180
LT Vol	75	20	25	0
Through Vol	155	1	10	155
RT Vol	35	80	10	25
Lane Flow Rate	430	222	80	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.623	0.338	0.139	0.412
Departure Headway (Hd)	5.216	5.495	6.208	5.377
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	652	575	667
Service Time	3.261	3.555	4.281	3.429
HCM Lane V/C Ratio	0.621	0.34	0.139	0.414
HCM Control Delay	16.5	11.4	10.3	12.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.4	1.5	0.5	2

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Future Vol, veh/h	25	5	90	10	5	5	175	60	20	10	105	35
Conflicting Peds, #/hr	8	0	0	0	0	8	14	0	8	8	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	32	32	32	47	70	47	69	75	69
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	8	136	31	16	16	372	86	43	14	140	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1084	1089	180	1126	1093	124	205	0	0	137	0	0
Stage 1	208	208	-	860	860	-	-	-	-	-	-	-
Stage 2	876	881	-	266	233	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	215	863	182	214	927	1366	-	-	1447	-	-
Stage 1	794	730	-	351	373	-	-	-	-	-	-	-
Stage 2	344	365	-	739	712	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	146	851	111	145	913	1348	-	-	1436	-	-
Mov Cap-2 Maneuver	131	146	-	111	145	-	-	-	-	-	-	-
Stage 1	549	712	-	244	259	-	-	-	-	-	-	-
Stage 2	221	254	-	607	695	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.5	43.5	6.5	0.5
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1348	-	-	363	154	1436	-	-
HCM Lane V/C Ratio	0.276	-	-	0.501	0.406	0.01	-	-
HCM Control Delay (s)	8.7	0	-	24.5	43.5	7.5	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	1.1	-	-	2.7	1.8	0	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Future Vol, veh/h	25	0	90	10	5	10	80	155	10	0	160	25
Conflicting Peds, #/hr	22	0	1	1	0	22	14	0	21	21	0	14
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	34	34	50	56	56	56	50	70	44	46	70	46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	180	18	9	18	160	221	23	0	229	54

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	858	855	271	921	871	276	297	0	0	265	0	0
Stage 1	270	270	-	574	574	-	-	-	-	-	-	-
Stage 2	588	585	-	347	297	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	296	768	251	289	763	1264	-	-	1299	-	-
Stage 1	736	686	-	504	503	-	-	-	-	-	-	-
Stage 2	495	498	-	669	668	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	225	244	757	166	238	732	1247	-	-	1273	-	-
Mov Cap-2 Maneuver	225	244	-	166	238	-	-	-	-	-	-	-
Stage 1	618	677	-	420	420	-	-	-	-	-	-	-
Stage 2	394	415	-	509	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	21.5	3.3	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1247	-	-	449	263	1273	-	-
HCM Lane V/C Ratio	0.128	-	-	0.565	0.17	-	-	-
HCM Control Delay (s)	8.3	0	-	22.9	21.5	0	-	-
HCM Lane LOS	A	A	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	3.4	0.6	0	-	-

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	5	90	35	10	5	175	60	30	10	105	35
Future Vol, veh/h	25	5	90	35	10	5	175	60	30	10	105	35
Peak Hour Factor	0.70	0.75	0.70	0.75	0.75	0.75	0.50	0.75	0.80	0.70	0.75	0.70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	7	129	47	13	7	350	80	38	14	140	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	9.9	16.7	10.3
HCM LOS	B	A	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	21%	70%	7%
Vol Thru, %	23%	4%	20%	70%
Vol Right, %	11%	75%	10%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	265	120	50	150
LT Vol	175	25	35	10
Through Vol	60	5	10	105
RT Vol	30	90	5	35
Lane Flow Rate	468	171	67	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.649	0.254	0.112	0.291
Departure Headway (Hd)	4.994	5.346	6.038	5.129
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	670	592	701
Service Time	2.994	3.391	4.09	3.166
HCM Lane V/C Ratio	0.642	0.255	0.113	0.291
HCM Control Delay	16.7	10.2	9.9	10.3
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	4.8	1	0.4	1.2

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	1	90	25	10	10	80	155	35	0	160	25
Future Vol, veh/h	25	1	90	25	10	10	80	155	35	0	160	25
Peak Hour Factor	0.34	0.34	0.50	0.56	0.56	0.56	0.50	0.70	0.60	0.46	0.70	0.46
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	3	180	45	18	18	160	221	58	0	229	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	10.6	18.2	12.9
HCM LOS	B	B	C	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	22%	56%	0%
Vol Thru, %	57%	1%	22%	86%
Vol Right, %	13%	78%	22%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	116	45	185
LT Vol	80	25	25	0
Through Vol	155	1	10	160
RT Vol	35	90	10	25
Lane Flow Rate	440	256	80	283
Geometry Grp	1	1	1	1
Degree of Util (X)	0.656	0.399	0.143	0.436
Departure Headway (Hd)	5.369	5.6	6.392	5.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	639	556	645
Service Time	3.429	3.673	4.487	3.612
HCM Lane V/C Ratio	0.659	0.401	0.144	0.439
HCM Control Delay	18.2	12.4	10.6	12.9
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	4.9	1.9	0.5	2.2

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	225	142	266	142	8
Future Vol, veh/h	16	225	142	266	142	8
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	341	215	403	215	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	623	0	-	0	609	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	958	-	-	-	458	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	953	-	-	-	439	816
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	682	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	953	-	-	-	541
HCM Lane V/C Ratio	0.025	-	-	-	0.42
HCM Control Delay (s)	8.9	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	171	162	99	173	19
Future Vol, veh/h	9	171	162	99	173	19
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	197	186	114	199	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	413	196
Stage 1	-	-	-	-	196	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1250	-	-	-	595	845
Stage 1	-	-	-	-	837	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1238	-	-	-	578	837
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1238	-	-	-	651
HCM Lane V/C Ratio	0.008	-	-	-	0.339
HCM Control Delay (s)	7.9	0	-	-	13.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.5

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	235	150	270	145	10
Future Vol, veh/h	20	235	150	270	145	10
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	356	227	409	220	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	641	0	-	0	648	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	943	-	-	-	435	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	939	-	-	-	413	803
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	939	-	-	-	523
HCM Lane V/C Ratio	0.032	-	-	-	0.449
HCM Control Delay (s)	9	0	-	-	17.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	190	180	100	175	20
Future Vol, veh/h	10	190	180	100	175	20
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	218	207	115	201	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	332	0	-	0	457	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1227	-	-	-	562	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1215	-	-	-	545	815
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	803	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1215	-	-	-	629
HCM Lane V/C Ratio	0.009	-	-	-	0.356
HCM Control Delay (s)	8	0	-	-	13.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.6

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	235	150	280	165	15
Future Vol, veh/h	25	235	150	280	165	15
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	356	227	424	250	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	656	0	-	0	664	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	432	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	426	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	927	-	-	-	400	803
Mov Cap-2 Maneuver	-	-	-	-	501	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	927	-	-	-	517
HCM Lane V/C Ratio	0.041	-	-	-	0.528
HCM Control Delay (s)	9	0	-	-	19.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	190	180	125	190	25
Future Vol, veh/h	15	190	180	125	190	25
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	218	207	144	218	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	469	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	252	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1198	-	-	-	553	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	790	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1187	-	-	-	533	815
Mov Cap-2 Maneuver	-	-	-	-	604	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	782	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1187	-	-	-	623
HCM Lane V/C Ratio	0.015	-	-	-	0.397
HCM Control Delay (s)	8.1	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	255	165	295	160	10
Future Vol, veh/h	20	255	165	295	160	10
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	386	250	447	242	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	702	0	-	0	701	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	895	-	-	-	405	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	891	-	-	-	384	780
Mov Cap-2 Maneuver	-	-	-	-	489	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	891	-	-	-	500
HCM Lane V/C Ratio	0.034	-	-	-	0.515
HCM Control Delay (s)	9.2	0	-	-	19.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	205	195	110	195	25
Future Vol, veh/h	10	205	195	110	195	25
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	236	224	126	224	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	360	0	-	0	492	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1199	-	-	-	536	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	519	797
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	612
HCM Lane V/C Ratio	0.01	-	-	-	0.413
HCM Control Delay (s)	8.1	0	-	-	15
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	255	165	305	180	15
Future Vol, veh/h	25	255	165	305	180	15
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	386	250	462	273	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	717	0	-	0	717	255
Stage 1	-	-	-	-	255	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	884	-	-	-	396	784
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	880	-	-	-	371	780
Mov Cap-2 Maneuver	-	-	-	-	478	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	880	-	-	-	493
HCM Lane V/C Ratio	0.043	-	-	-	0.599
HCM Control Delay (s)	9.3	0	-	-	22.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.9

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	205	195	135	210	30
Future Vol, veh/h	15	205	195	135	210	30
Conflicting Peds, #/hr	10	0	0	10	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	236	224	155	241	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	389	0	-	0	504	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1170	-	-	-	528	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1159	-	-	-	508	797
Mov Cap-2 Maneuver	-	-	-	-	585	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	767	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1159	-	-	-	605
HCM Lane V/C Ratio	0.015	-	-	-	0.456
HCM Control Delay (s)	8.2	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.4

MOVEMENT SUMMARY

Site: 101 [2021 Existing Adjusted AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	100	5.3	108	5.3	0.103	4.3	LOS A	0.4	10.0	0.33	0.21	0.33	32.6
3	L2	315	5.3	339	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
8	T1	45	5.3	48	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	30.5
18	R2	311	5.3	334	5.3	0.645	12.1	LOS B	6.5	170.3	0.59	0.53	0.75	29.7
Approach		771	5.3	829	5.3	0.645	11.1	LOS B	6.5	170.3	0.55	0.49	0.69	30.4
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.035	8.3	LOS A	0.1	2.9	0.64	0.63	0.64	30.9
3x	L2	1	7.4	1	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.2
3ax	L1	63	7.4	72	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.9
18ax	R1	15	7.4	17	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	31.0
18bx	R3	35	7.4	40	7.4	0.251	10.4	LOS B	0.8	22.1	0.67	0.67	0.67	30.0
Approach		128	7.4	147	7.4	0.251	10.2	LOS B	0.8	22.1	0.66	0.66	0.66	30.6
East: Highway 6														
1	L2	162	3.5	245	3.5	0.346	9.4	LOS A	1.5	38.5	0.63	0.65	0.69	30.6
1a	L1	63	3.5	95	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.1
6	T1	105	3.5	159	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	32.5
16	R2	18	3.5	27	3.5	0.360	9.0	LOS A	1.6	40.9	0.62	0.64	0.69	31.5
Approach		348	3.5	527	3.5	0.360	9.2	LOS A	1.6	40.9	0.62	0.65	0.69	31.5
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
4	T1	90	4.1	107	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.4
14a	R1	28	4.1	33	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.1
14	R2	19	4.1	23	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	30.5
Approach		163	4.1	194	4.1	0.357	12.1	LOS B	1.5	37.5	0.70	0.76	0.90	31.2
West: Highway 6														
5	L2	15	5.1	24	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
2	T1	97	5.1	154	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	29.3
12	R2	219	5.1	348	5.1	0.683	17.6	LOS C	6.4	165.5	0.79	1.06	1.56	28.5
12b	R3	69	5.1	110	5.1	0.100	4.2	LOS A	0.4	9.5	0.33	0.22	0.33	34.0
Approach		400	5.1	635	5.1	0.683	15.3	LOS C	6.4	165.5	0.71	0.91	1.35	29.6
All Vehicles		1810	5.0	2332	4.9	0.683	11.8	LOS B	6.5	170.3	0.63	0.67	0.89	30.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\tyler.smith\Desktop\Roundabouts.sip9

MOVEMENT SUMMARY

Site: 101 [2021 Existing Adjusted PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	648	2.0	810	2.0	0.684	12.8	LOS B	8.2	208.0	0.62	0.52	0.77	29.3
3	L2	176	2.0	220	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	31.0
8	T1	143	2.0	179	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	30.9
18	R2	251	2.0	314	2.0	0.641	12.0	LOS B	6.1	154.4	0.60	0.48	0.68	30.1
Approach		1218	2.0	1523	2.0	0.684	12.4	LOS B	8.2	208.0	0.61	0.50	0.73	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.374	23.4	LOS C	1.3	33.8	0.86	0.94	1.16	25.9
3x	L2	1	2.9	1	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.3
3ax	L1	62	2.9	78	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.1
18ax	R1	30	2.9	38	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	24.2
18bx	R3	61	2.9	77	2.9	0.622	31.7	LOS D	2.8	72.2	0.90	1.08	1.61	23.6
Approach		232	2.9	294	2.9	0.622	28.9	LOS D	2.8	72.2	0.88	1.03	1.46	24.6
East: Highway 6														
1	L2	132	2.8	138	2.8	0.405	19.6	LOS C	1.6	40.2	0.83	0.91	1.15	27.0
1a	L1	193	2.8	201	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	18.0
6	T1	142	2.8	148	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	18.1
16	R2	23	2.8	24	2.8	0.942	64.1	LOS F	10.3	263.6	0.97	1.65	3.55	17.8
Approach		490	2.8	510	2.8	0.942	52.2	LOS F	10.3	263.6	0.93	1.45	2.90	19.8
North: Mel Rey Rd														
7	L2	26	0.8	31	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.5
4	T1	61	0.8	72	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.5
14a	R1	61	0.8	72	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.3
14	R2	14	0.8	16	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	24.9
Approach		162	0.8	191	0.8	0.591	29.0	LOS D	2.7	66.7	0.89	1.05	1.53	25.4
West: Highway 6														
5	L2	12	2.4	14	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.4
2	T1	122	2.4	142	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.4
12	R2	170	2.4	198	2.4	0.876	51.0	LOS F	7.6	194.8	0.94	1.45	2.83	20.1
12b	R3	203	2.4	236	2.4	0.436	13.9	LOS B	2.0	51.1	0.73	0.83	1.06	29.7
Approach		507	2.4	590	2.4	0.876	36.1	LOS E	7.6	194.8	0.86	1.20	2.12	23.1
All Vehicles		2609	2.2	3107	2.2	0.942	26.0	LOS D	10.3	263.6	0.75	0.87	1.47	25.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2022 Background AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	101	5.3	109	5.3	0.106	4.5	LOS A	0.4	10.3	0.35	0.24	0.35	32.6
3	L2	337	5.3	362	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.9
8	T1	45	5.3	48	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.9
18	R2	313	5.3	337	5.3	0.683	13.5	LOS B	9.1	238.1	0.65	0.69	1.00	29.1
Approach		796	5.3	856	5.3	0.683	12.3	LOS B	9.1	238.1	0.61	0.63	0.91	29.9
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.037	8.7	LOS A	0.1	3.0	0.66	0.66	0.66	30.7
3x	L2	1	7.4	1	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.5
3ax	L1	83	7.4	95	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.1
18ax	R1	15	7.4	17	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	30.2
18bx	R3	35	7.4	40	7.4	0.309	12.0	LOS B	1.1	29.5	0.70	0.74	0.83	29.3
Approach		148	7.4	170	7.4	0.309	11.6	LOS B	1.1	29.5	0.69	0.73	0.81	30.0
East: Highway 6														
1	L2	163	3.5	247	3.5	0.364	10.1	LOS B	1.6	42.2	0.65	0.69	0.77	30.3
1a	L1	63	3.5	95	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	31.5
6	T1	132	3.5	200	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	31.8
16	R2	18	3.5	27	3.5	0.431	10.5	LOS B	2.2	57.3	0.66	0.74	0.89	30.9
Approach		376	3.5	570	3.5	0.431	10.4	LOS B	2.2	57.3	0.66	0.72	0.84	31.1
North: Mel Rey Rd														
7	L2	26	4.1	31	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.8
4	T1	90	4.1	107	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.7
14a	R1	28	4.1	33	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.5
14	R2	19	4.1	23	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	29.9
Approach		163	4.1	194	4.1	0.387	13.6	LOS B	1.6	41.3	0.73	0.81	1.00	30.6
West: Highway 6														
5	L2	15	5.1	24	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.8
2	T1	113	5.1	179	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.7
12	R2	240	5.1	381	5.1	0.761	21.8	LOS C	8.8	228.5	0.84	1.22	1.92	27.1
12b	R3	73	5.1	116	5.1	0.106	4.2	LOS A	0.4	10.1	0.34	0.22	0.34	34.0
Approach		441	5.1	700	5.1	0.761	18.9	LOS C	8.8	228.5	0.76	1.05	1.66	28.2
All Vehicles		1924	5.0	2490	4.9	0.761	13.8	LOS B	9.1	238.1	0.68	0.79	1.11	29.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2022 Background PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.706	13.8	LOS B	10.7	271.7	0.67	0.66	0.99	28.9
3	L2	220	2.0	275	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.8
8	T1	144	2.0	180	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.8
18	R2	252	2.0	315	2.0	0.714	14.7	LOS B	11.5	292.2	0.70	0.74	1.09	29.0
Approach		1267	2.0	1584	2.0	0.714	14.2	LOS B	11.5	292.2	0.69	0.70	1.04	29.2
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.408	26.7	LOS D	1.4	36.9	0.88	0.97	1.23	25.0
3x	L2	1	2.9	1	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.3
3ax	L1	105	2.9	133	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.2
18ax	R1	30	2.9	38	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	18.2
18bx	R3	61	2.9	77	2.9	0.862	61.7	LOS F	5.7	146.6	0.96	1.39	2.67	17.9
Approach		275	2.9	348	2.9	0.862	51.8	LOS F	5.7	146.6	0.94	1.27	2.26	19.7
East: Highway 6														
1	L2	133	2.8	139	2.8	0.453	23.4	LOS C	1.8	45.6	0.85	0.96	1.26	25.9
1a	L1	194	2.8	202	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.7
6	T1	201	2.8	209	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.7
16	R2	23	2.8	24	2.8	1.212	150.7	LOS F	32.5	831.7	1.00	2.86	8.14	10.6
Approach		551	2.8	574	2.8	1.212	120.0	LOS F	32.5	831.7	0.96	2.40	6.48	12.5
North: Mel Rey Rd														
7	L2	26	0.8	31	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.6
4	T1	90	0.8	106	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.6
14a	R1	28	0.8	33	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.4
14	R2	19	0.8	22	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.1
Approach		163	0.8	192	0.8	0.656	36.2	LOS E	3.0	76.2	0.91	1.11	1.70	23.5
West: Highway 6														
5	L2	12	2.4	14	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.1
2	T1	186	2.4	216	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.1
12	R2	250	2.4	291	2.4	1.258	162.8	LOS F	42.8	1091.1	1.00	3.27	9.45	10.0
12b	R3	220	2.4	256	2.4	0.447	13.5	LOS B	2.1	54.3	0.72	0.81	1.05	29.8
Approach		668	2.4	777	2.4	1.258	113.6	LOS F	42.8	1091.1	0.91	2.46	6.68	12.8
All Vehicles		2924	2.3	3474	2.2	1.258	58.9	LOS F	42.8	1091.1	0.82	1.45	3.36	18.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2022 Total AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	101	5.3	109	5.3	0.110	4.7	LOS A	0.4	10.7	0.38	0.27	0.38	32.5
3	L2	339	5.3	365	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	29.3
8	T1	56	5.3	60	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	29.3
18	R2	313	5.3	337	5.3	0.721	15.3	LOS C	11.4	297.1	0.72	0.87	1.29	28.5
Approach		809	5.3	870	5.3	0.721	13.9	LOS B	11.4	297.1	0.68	0.80	1.17	29.3
SouthEast: I-70 Off Ramp														
3bx	L3	14	7.4	16	7.4	0.039	9.2	LOS A	0.1	3.1	0.68	0.68	0.68	30.5
3x	L2	1	7.4	1	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	30.0
3ax	L1	85	7.4	98	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	29.7
18ax	R1	21	7.4	24	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	29.8
18bx	R3	35	7.4	40	7.4	0.343	13.2	LOS B	1.3	34.1	0.72	0.78	0.92	28.9
Approach		156	7.4	179	7.4	0.343	12.8	LOS B	1.3	34.1	0.72	0.77	0.90	29.6
East: Highway 6														
1	L2	163	3.5	247	3.5	0.373	10.5	LOS B	1.7	43.7	0.66	0.71	0.81	30.2
1a	L1	63	3.5	95	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	31.2
6	T1	136	3.5	206	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	31.5
16	R2	27	3.5	41	3.5	0.467	11.5	LOS B	2.6	66.4	0.68	0.78	0.98	30.6
Approach		389	3.5	589	3.5	0.467	11.0	LOS B	2.6	66.4	0.67	0.75	0.91	30.8
North: Mel Rey Rd														
7	L2	46	4.1	55	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	29.0
4	T1	120	4.1	143	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.9
14a	R1	38	4.1	45	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.7
14	R2	19	4.1	23	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.2
Approach		223	4.1	265	4.1	0.535	18.0	LOS C	2.7	69.3	0.78	0.93	1.30	28.8
West: Highway 6														
5	L2	15	5.1	24	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.8
2	T1	123	5.1	195	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.8
12	R2	250	5.1	397	5.1	0.855	31.3	LOS D	12.4	322.1	0.92	1.48	2.61	24.3
12b	R3	73	5.1	116	5.1	0.107	4.3	LOS A	0.4	10.2	0.34	0.23	0.34	34.0
Approach		461	5.1	732	5.1	0.855	27.0	LOS D	12.4	322.1	0.83	1.28	2.25	25.6
All Vehicles		2038	4.9	2636	4.9	0.855	17.3	LOS C	12.4	322.1	0.73	0.93	1.41	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2022 Total PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	651	2.0	814	2.0	0.712	14.1	LOS B	11.4	288.5	0.69	0.72	1.07	28.8
3	L2	225	2.0	281	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
8	T1	171	2.0	214	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	29.0
18	R2	252	2.0	315	2.0	0.758	16.8	LOS C	15.2	386.8	0.78	0.91	1.35	28.2
Approach		1299	2.0	1624	2.0	0.758	15.5	LOS C	15.2	386.8	0.74	0.81	1.21	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	78	2.9	99	2.9	0.428	28.9	LOS D	1.5	38.8	0.89	0.98	1.27	24.4
3x	L2	1	2.9	1	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
3ax	L1	110	2.9	139	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18ax	R1	46	2.9	58	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.6
18bx	R3	61	2.9	77	2.9	0.996	93.3	LOS F	10.3	264.1	0.99	1.75	4.04	14.4
Approach		296	2.9	375	2.9	0.996	76.3	LOS F	10.3	264.1	0.96	1.55	3.31	16.3
East: Highway 6														
1	L2	133	2.8	139	2.8	0.482	26.0	LOS D	1.9	48.8	0.87	0.99	1.33	25.2
1a	L1	194	2.8	202	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
6	T1	212	2.8	221	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.1
16	R2	45	2.8	47	2.8	1.383	220.4	LOS F	48.7	1245.1	1.00	3.51	10.75	8.0
Approach		584	2.8	608	2.8	1.383	176.1	LOS F	48.7	1245.1	0.97	2.94	8.60	9.6
North: Mel Rey Rd														
7	L2	40	0.8	47	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.4
4	T1	82	0.8	96	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
14a	R1	68	0.8	80	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.2
14	R2	14	0.8	16	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.0
Approach		204	0.8	240	0.8	0.805	51.5	LOS F	4.8	119.9	0.95	1.28	2.28	20.3
West: Highway 6														
5	L2	12	2.4	14	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
2	T1	193	2.4	224	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.9
12	R2	257	2.4	299	2.4	1.334	193.9	LOS F	51.0	1300.4	1.00	3.59	10.72	8.8
12b	R3	220	2.4	256	2.4	0.456	14.0	LOS B	2.2	55.8	0.73	0.83	1.08	29.6
Approach		682	2.4	793	2.4	1.334	135.9	LOS F	51.0	1300.4	0.91	2.70	7.61	11.4
All Vehicles		3065	2.2	3640	2.2	1.383	77.2	LOS F	51.0	1300.4	0.85	1.68	4.13	16.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2040 Background AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	110	5.3	118	5.3	0.118	4.7	LOS A	0.4	11.6	0.37	0.26	0.37	32.5
3	L2	366	5.3	394	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	28.7
8	T1	49	5.3	53	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	28.7
18	R2	342	5.3	368	5.3	0.758	16.8	LOS C	14.4	374.0	0.75	0.94	1.42	27.9
Approach		867	5.3	932	5.3	0.758	15.2	LOS C	14.4	374.0	0.70	0.86	1.28	28.8
SouthEast: I-70 Off Ramp														
3bx	L3	15	7.4	17	7.4	0.043	9.7	LOS A	0.1	3.5	0.69	0.69	0.69	30.3
3x	L2	1	7.4	1	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.6
3ax	L1	89	7.4	102	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.3
18ax	R1	16	7.4	18	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	29.4
18bx	R3	38	7.4	44	7.4	0.362	14.1	LOS B	1.4	36.4	0.74	0.81	0.98	28.5
Approach		159	7.4	183	7.4	0.362	13.7	LOS B	1.4	36.4	0.74	0.80	0.95	29.2
East: Highway 6														
1	L2	178	3.5	270	3.5	0.420	11.7	LOS B	2.1	53.6	0.68	0.76	0.93	29.7
1a	L1	69	3.5	105	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	30.8
6	T1	141	3.5	214	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	31.1
16	R2	20	3.5	30	3.5	0.489	12.2	LOS B	2.8	71.7	0.70	0.81	1.05	30.2
Approach		408	3.5	618	3.5	0.489	12.0	LOS B	2.8	71.7	0.69	0.79	1.00	30.4
North: Mel Rey Rd														
7	L2	29	4.1	35	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.5
4	T1	99	4.1	118	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.5
14a	R1	31	4.1	37	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.2
14	R2	21	4.1	25	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	28.7
Approach		180	4.1	214	4.1	0.465	16.8	LOS C	2.1	53.1	0.78	0.89	1.18	29.3
West: Highway 6														
5	L2	16	5.1	25	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	24.3
2	T1	123	5.1	195	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	24.3
12	R2	261	5.1	414	5.1	0.873	33.3	LOS D	13.7	356.5	0.93	1.55	2.78	23.8
12b	R3	80	5.1	127	5.1	0.118	4.4	LOS A	0.4	11.3	0.36	0.25	0.36	33.9
Approach		480	5.1	762	5.1	0.873	28.5	LOS D	13.7	356.5	0.84	1.33	2.38	25.2
All Vehicles		2094	5.0	2709	4.9	0.873	18.2	LOS C	14.4	374.0	0.75	0.97	1.49	28.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2040 Background PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	712	2.0	890	2.0	0.763	16.0	LOS C	15.6	396.1	0.74	0.77	1.21	28.2
3	L2	236	2.0	295	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	29.0
8	T1	157	2.0	196	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	28.9
18	R2	276	2.0	345	2.0	0.765	16.9	LOS C	16.0	405.9	0.77	0.85	1.28	28.2
Approach		1381	2.0	1726	2.0	0.765	16.5	LOS C	16.0	405.9	0.76	0.81	1.24	28.4
SouthEast: I-70 Off Ramp														
3bx	L3	86	2.9	109	2.9	0.508	35.4	LOS E	1.9	47.8	0.91	1.03	1.42	22.9
3x	L2	1	2.9	1	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
3ax	L1	111	2.9	141	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
18ax	R1	33	2.9	42	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.3
18bx	R3	67	2.9	85	2.9	1.037	108.0	LOS F	12.0	307.3	1.00	1.87	4.52	13.1
Approach		298	2.9	377	2.9	1.037	87.1	LOS F	12.0	307.3	0.97	1.62	3.62	15.1
East: Highway 6														
1	L2	145	2.8	151	2.8	0.556	31.4	LOS D	2.3	59.1	0.89	1.04	1.48	23.8
1a	L1	212	2.8	221	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.2
6	T1	214	2.8	223	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.3
16	R2	25	2.8	26	2.8	1.458	253.1	LOS F	53.9	1377.8	1.00	3.68	11.52	7.2
Approach		596	2.8	621	2.8	1.458	199.1	LOS F	53.9	1377.8	0.97	3.04	9.08	8.7
North: Mel Rey Rd														
7	L2	29	0.8	34	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.5
4	T1	67	0.8	79	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.5
14a	R1	67	0.8	79	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.4
14	R2	15	0.8	18	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.1
Approach		178	0.8	209	0.8	0.771	50.7	LOS F	4.1	102.5	0.95	1.23	2.12	20.4
West: Highway 6														
5	L2	13	2.4	15	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.3
2	T1	197	2.4	229	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.3
12	R2	266	2.4	309	2.4	1.465	250.3	LOS F	63.5	1618.0	1.00	4.02	12.50	7.2
12b	R3	239	2.4	278	2.4	0.532	17.1	LOS C	2.7	70.0	0.77	0.92	1.27	28.4
Approach		715	2.4	831	2.4	1.465	172.4	LOS F	63.5	1618.0	0.92	2.99	8.75	9.6
All Vehicles		3168	2.3	3765	2.2	1.465	90.0	LOS F	63.5	1618.0	0.86	1.76	4.48	14.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2040 Total AM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	110	5.3	118	5.3	0.123	4.9	LOS A	0.5	12.0	0.40	0.30	0.40	32.4
3	L2	368	5.3	396	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.7
8	T1	60	5.3	65	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.7
18	R2	342	5.3	368	5.3	0.799	19.6	LOS C	17.1	445.0	0.83	1.16	1.77	27.0
Approach		880	5.3	946	5.3	0.799	17.8	LOS C	17.1	445.0	0.78	1.05	1.60	28.0
SouthEast: I-70 Off Ramp														
3bx	L3	15	7.4	17	7.4	0.046	10.2	LOS B	0.1	3.6	0.71	0.71	0.71	30.1
3x	L2	1	7.4	1	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	29.1
3ax	L1	91	7.4	105	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.8
18ax	R1	22	7.4	25	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.9
18bx	R3	38	7.4	44	7.4	0.401	15.7	LOS C	1.6	41.7	0.76	0.85	1.08	28.0
Approach		167	7.4	192	7.4	0.401	15.2	LOS C	1.6	41.7	0.76	0.84	1.04	28.7
East: Highway 6														
1	L2	178	3.5	270	3.5	0.430	12.1	LOS B	2.2	55.3	0.69	0.78	0.96	29.6
1a	L1	69	3.5	105	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	30.3
6	T1	145	3.5	220	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	30.6
16	R2	29	3.5	44	3.5	0.528	13.4	LOS B	3.2	82.3	0.72	0.86	1.15	29.8
Approach		421	3.5	638	3.5	0.528	12.9	LOS B	3.2	82.3	0.71	0.82	1.07	30.1
North: Mel Rey Rd														
7	L2	49	4.1	58	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.1
4	T1	129	4.1	154	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.1
14a	R1	41	4.1	49	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	26.9
14	R2	21	4.1	25	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	26.5
Approach		240	4.1	286	4.1	0.626	23.3	LOS C	3.4	88.4	0.83	1.03	1.55	27.0
West: Highway 6														
5	L2	16	5.1	25	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	20.0
2	T1	133	5.1	211	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	20.0
12	R2	271	5.1	430	5.1	0.976	53.3	LOS F	21.8	568.0	1.00	2.04	4.22	19.6
12b	R3	80	5.1	127	5.1	0.120	4.5	LOS A	0.4	11.5	0.36	0.26	0.36	33.9
Approach		500	5.1	794	5.1	0.976	45.5	LOS E	21.8	568.0	0.90	1.76	3.60	21.1
All Vehicles		2208	4.9	2855	4.9	0.976	24.8	LOS C	21.8	568.0	0.80	1.18	2.00	26.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [2040 Total PM (Site Folder: General)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: Mel Rey Rd														
3b	L3	712	2.0	890	2.0	0.771	16.6	LOS C	16.6	421.6	0.77	0.84	1.31	28.0
3	L2	241	2.0	301	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	28.0
8	T1	184	2.0	230	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	27.9
18	R2	276	2.0	345	2.0	0.811	19.9	LOS C	21.2	538.6	0.86	1.06	1.62	27.2
Approach		1413	2.0	1766	2.0	0.811	18.2	LOS C	21.2	538.6	0.82	0.95	1.46	27.8
SouthEast: I-70 Off Ramp														
3bx	L3	86	2.9	109	2.9	0.533	38.8	LOS E	2.0	50.5	0.92	1.05	1.47	22.2
3x	L2	1	2.9	1	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.2
3ax	L1	116	2.9	147	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.1
18ax	R1	49	2.9	62	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.1
18bx	R3	67	2.9	85	2.9	1.193	161.3	LOS F	21.9	559.8	1.00	2.38	6.66	10.0
Approach		319	2.9	404	2.9	1.193	128.3	LOS F	21.9	559.8	0.98	2.02	5.26	11.9
East: Highway 6														
1	L2	145	2.8	151	2.8	0.577	33.8	LOS D	2.4	61.7	0.90	1.06	1.53	23.2
1a	L1	212	2.8	221	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
6	T1	225	2.8	234	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
16	R2	47	2.8	49	2.8	1.620	322.9	LOS F	68.2	1742.7	1.00	4.11	13.26	5.9
Approach		629	2.8	655	2.8	1.620	256.3	LOS F	68.2	1742.7	0.98	3.40	10.55	7.2
North: Mel Rey Rd														
7	L2	43	0.8	51	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.6
4	T1	88	0.8	104	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.6
14a	R1	74	0.8	87	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.5
14	R2	15	0.8	18	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.3
Approach		220	0.8	259	0.8	0.930	76.9	LOS F	7.5	188.7	0.98	1.53	3.23	16.5
West: Highway 6														
5	L2	13	2.4	15	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.5
2	T1	204	2.4	237	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.5
12	R2	273	2.4	317	2.4	1.551	287.7	LOS F	71.8	1829.6	1.00	4.27	13.51	6.4
12b	R3	239	2.4	278	2.4	0.529	16.9	LOS C	2.7	69.4	0.77	0.91	1.26	28.5
Approach		729	2.4	848	2.4	1.551	198.9	LOS F	71.8	1829.6	0.92	3.17	9.49	8.6
All Vehicles		3310	2.2	3932	2.2	1.620	112.0	LOS F	71.8	1829.6	0.89	1.99	5.22	13.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	43	50	22	18	22
Future Vol, veh/h	26	43	50	22	18	22
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	54	63	28	23	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	90	0	222	64
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1505	-	766	1000
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	727	996
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1501	-
HCM Lane V/C Ratio	0.059	-	-	0.042	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	24	26	27	30	16
Future Vol, veh/h	38	24	26	27	30	16
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	28	31	32	35	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	86	0	176	78
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1510	-	814	983
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	780	965
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	940	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1491	-
HCM Lane V/C Ratio	0.065	-	-	0.021	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	60	85	25	30	45
Future Vol, veh/h	30	60	85	25	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	76	108	32	38	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	332	80
Stage 1	-	-	-	-	79	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1471	-	663	980
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1467	-	609	976
Mov Cap-2 Maneuver	-	-	-	-	609	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	786	-	-	1467	-
HCM Lane V/C Ratio	0.121	-	-	0.073	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	50	105	30	55	100
Future Vol, veh/h	40	50	105	30	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	59	124	35	65	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	119	0	383	96
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1469	-	620	960
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1451	-	554	943
Mov Cap-2 Maneuver	-	-	-	-	554	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1451	-
HCM Lane V/C Ratio	0.242	-	-	0.085	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	60	85	30	30	45
Future Vol, veh/h	35	60	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	76	108	38	38	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	344	86
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	652	973
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	598	969
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	776	-	-	1460	-
HCM Lane V/C Ratio	0.122	-	-	0.074	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	50	105	35	55	100
Future Vol, veh/h	45	50	105	35	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	59	124	41	65	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	125	0	395	102
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1462	-	610	953
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1444	-	544	936
Mov Cap-2 Maneuver	-	-	-	-	544	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1444	-
HCM Lane V/C Ratio	0.245	-	-	0.086	-
HCM Control Delay (s)	11.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	30	65	85	25	30	45
Future Vol, veh/h	30	65	85	25	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	82	108	32	38	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	335	83
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	660	976
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	606	972
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	783	-	-	1460	-
HCM Lane V/C Ratio	0.121	-	-	0.074	-
HCM Control Delay (s)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	45	55	105	30	55	100
Future Vol, veh/h	45	55	105	30	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	65	124	35	65	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	131	0	392	105
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1454	-	612	949
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1436	-	546	932
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1436	-
HCM Lane V/C Ratio	0.245	-	-	0.086	-
HCM Control Delay (s)	11.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	4.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	65	85	30	30	45
Future Vol, veh/h	35	65	85	30	30	45
Conflicting Peds, #/hr	0	3	3	0	5	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	82	108	38	38	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	129	0	347	89
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1457	-	650	969
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	596	965
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.7	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	773	-	-	1453	-
HCM Lane V/C Ratio	0.123	-	-	0.074	-
HCM Control Delay (s)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	50	55	105	35	55	100
Future Vol, veh/h	50	55	105	35	55	100
Conflicting Peds, #/hr	0	13	13	0	10	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	65	124	41	65	118

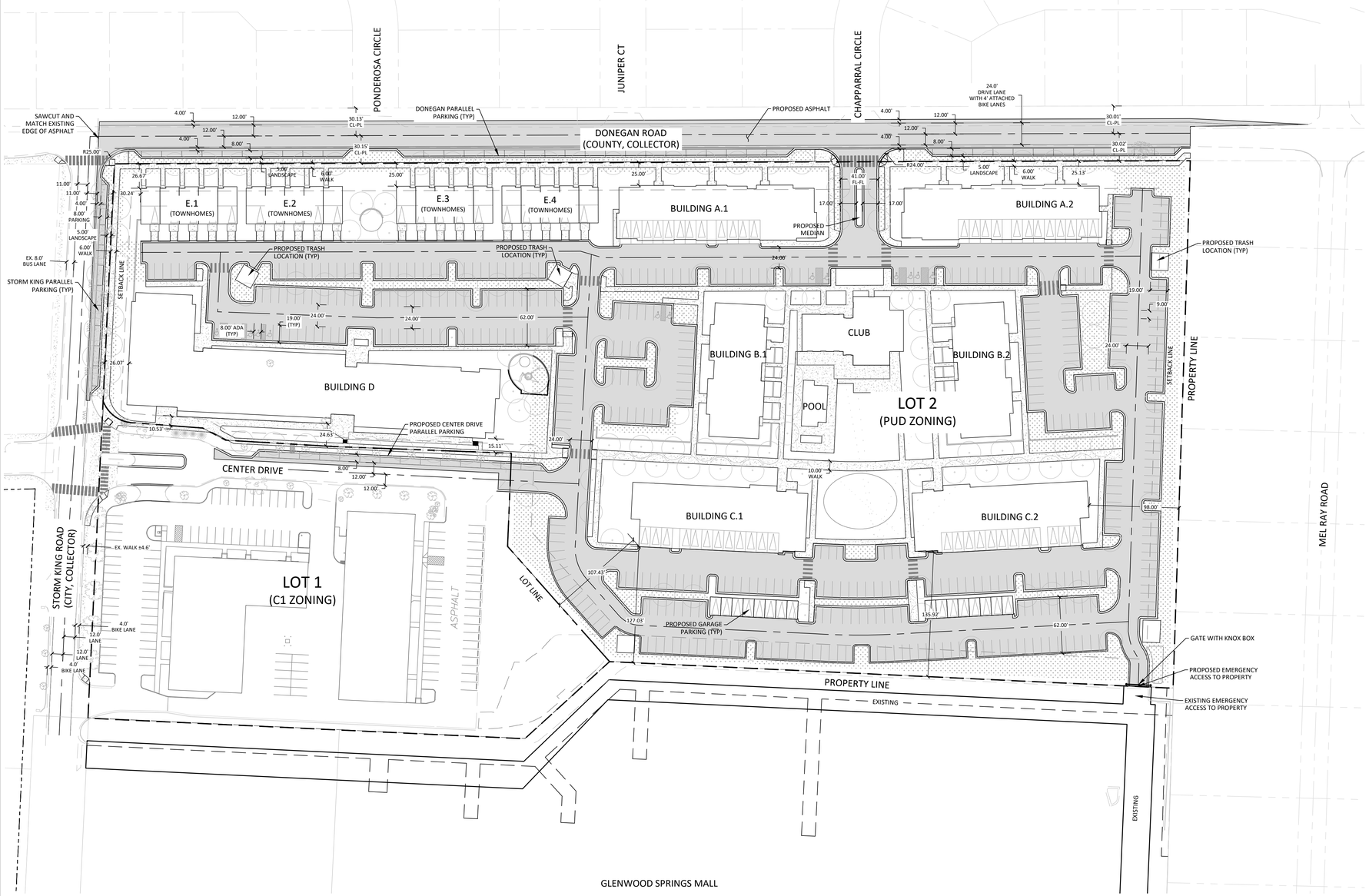
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	404	111
Stage 1	-	-	-	-	105	-
Stage 2	-	-	-	-	299	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	603	942
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1429	-	537	925
Mov Cap-2 Maneuver	-	-	-	-	537	-
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	678	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.8	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	736	-	-	1429	-
HCM Lane V/C Ratio	0.248	-	-	0.086	-
HCM Control Delay (s)	11.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

APPENDIX E

Conceptual Site Plan



LEGEND:

SNOW STORAGE AREA:

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

GENERAL PLAN NOTES:

SITE AREA = 15.82 ACRES +/-
LOT 1 AREA = 3.54 ACRES +/-
LOT 2 AREA = 12.28 ACRES +/-

PROPERTY DESCRIPTION

COMMENCING AT A POINT, WHENCE THE THENCE N°87'11'46"W A DISTANCE OF 670.12 FEET; TO THE POINT OF BEGINNING;
BEGINNING AT A POINT; THENCE S°01'52'00"W A DISTANCE OF 575.96 FEET;
THENCE N°87'18'00"W A DISTANCE OF 615.36 FEET;
THENCE S°47'42'00"W A DISTANCE OF 125.06 FEET;
THENCE N°87'18'00"W A DISTANCE OF 476.98 FEET;
THENCE N°02'44'00"E A DISTANCE OF 605.64 FEET;
THENCE N°89'52'00"E A DISTANCE OF 312.68 FEET;
THENCE N°89'49'18"E A DISTANCE OF 860.83 FEET;

COUNTY OF GARFIELD
STATE OF COLORADO

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL	402,320 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY)	9,600 GSF +/-
CLUBHOUSE (RESIDENTIAL RESTAURANT/PUB)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	413,920 GSF +/-

Proposed Dwelling Units (DU): 360 DU

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

DEVELOPMENT CRITERIA:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 29.29 dwelling units/acre

Maximum Gross Non-Residential FAR/Density: 0.022 FAR or 944 GSF/acre

COMMON OPEN SPACE

Minimum Required: 2.46 AC (20% of the Gross Site Area)
Area Provided: 2.52 AC (20.5% of the Gross Site Area)

SETBACKS

Minimum Building Setback from Public Streets:
Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:
Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property
Face of Garage 3 feet from cartway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Surface Parking Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 30 feet from street right-of-way

Minimum Garage Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback
Abutting Properties 10 feet from lot line

Notes:
1. Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:
Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:

Residential	Quantity	Rate	Required Spaces
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking[1]	347 DU	1.0 SP/DU	70 Spaces
		Subtotal	*604 Spaces*

Non-Residential (Clubhouse)	Quantity	Rate	Required Spaces
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
		Subtotal	*20 Spaces*

TOTAL REQUIRED 624 SPACES

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily*

Proposed Parking:

On-site Parking		
Surface Parking Lot	478	Spaces
Center Street	14	Spaces
Freestanding Garages	16	Spaces
Integral Garages	66	Spaces
Subtotal	**574**	**Spaces[1]**

Off-site Parking on Public Streets		
Donegan Street	41	Spaces
Storm King Road	10	Spaces
Subtotal	**51**	**Spaces[2]**

TOTAL PARKING PROVIDED: 625 SPACES

Notes:
1. *On-site parking includes 14 accessible parking spaces.*
2. *Off-site parking accounts for 8.2% of total parking provided.*

Designated Snow Storage:
Snow storage concept locations shown on the PUD plan. Final snow removal and storage plan will be determined for the Major Site Plan submittal.

Know what's **below.** **Call** before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

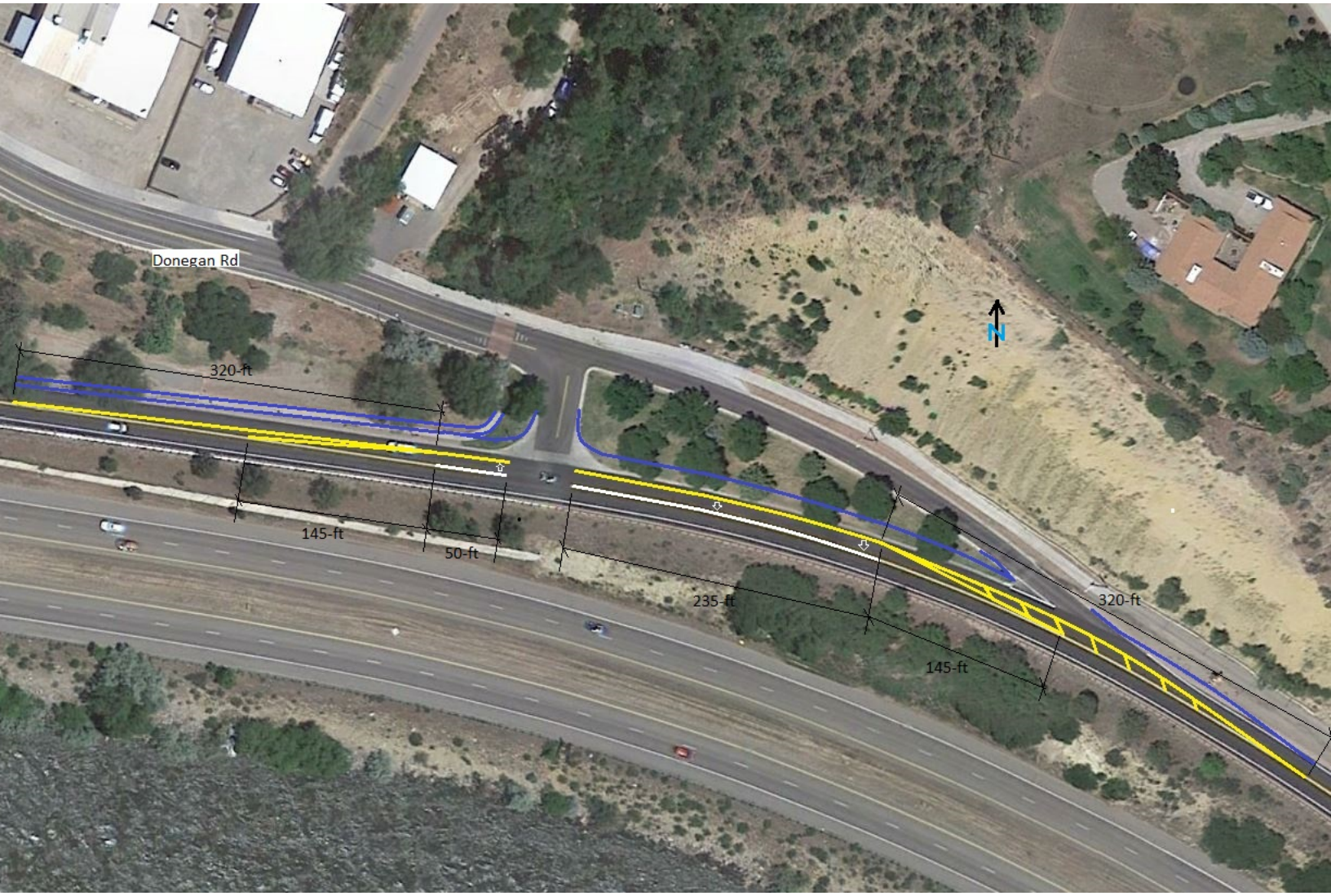
CONCEPT

DATE	REVISION

TITLE
LOT 2
CONCEPTUAL PUD
PLAN

DRAWING NO.
C-1.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-SITE PLAN.DWG - Jan 21, 2021 - 2:03pm


Donegan Rd
320-ft
145-ft
50-ft
235-ft
145-ft
320-ft
N

Glenwood Springs Office
901 Grand Avenue, Suite 201
Glenwood Springs, Colorado 81601
Telephone (970) 947-1936
Facsimile (970) 947-1937

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hcarmer@garfieldhecht.com

January 26, 2021

VIA ELECTRONIC SUBMISSION
Trent Hyatt, Planning Director
City of Glenwood Springs
Community Development Department
101 West 8th Street
Glenwood Springs, Colorado 81601

RE: 214 Center Drive/480 Donegan
Annexation and Zoning Submission

Dear Trent:

214 Center Drive, LLC ("Applicant") hereby submits applications for the annexation, and zoning (collectively, the "Application") of the property currently known as 214 Center Drive, Glenwood Springs, Parcel Number 218506100042 (the "Property"). The Property comprises 15.82 acres and is owned by Glenwood Partnership, LLLP ("GP"). Applicant's affiliate, Commercial Development Services Group, LLC, is under contract to purchase the vacant portion of the Property consisting of 12.29 acres (the "Vacant Parcel") and will be developing the land after purchase. A duly-noticed neighborhood meeting regarding the proposed annexation of the Property and development of the Vacant Parcel was held on July 1, 2020. Applicant submits and will be pursuing the Application with GP's approval.

I. DEVELOPMENT TEAM

Applicant: 214 Center Drive, LLC
P.O. Box 9833
Cincinnati, Ohio 45209
paul.schirmer@CDSG-US.COM

Engineer: Sopris Engineering, LLC
502 Main Street, Suite A3
Carbondale, CO 81623
ynichol@sopriseng.com

Architect: Hord Coplan Macht
1800 Wazee Street, Suite 450
Denver, Colorado 80202
miraola@hcm2.com
dkessler@hcm2.com

Legal: Garfield & Hecht, P.C.
901 Grand Avenue, Suite 201
Glenwood Springs, CO 81601
dmcconaughy@garfieldhecht.com
hcarmer@garfieldhecht.com

II. EXISTING CONDITIONS AND UTILITIES

The Property is located in unincorporated Garfield County immediately to the north of the Glenwood Springs Mall and is zoned Commercial Limited. The western Property boundary is adjacent to Storm King Road, its northern boundary is adjacent to Donegan Road, and the eastern boundary abuts six residential lots accessed from Mel Ray Road. Approximately 3.53 acres of the Property are developed with two commercial buildings and related improvements used for office and flex-warehouse space (the "Developed Parcel"). A playground also exists just north of the private road (Center Drive) that provides access to the Property off of Storm King Road. The balance of the Property is a vacant, irrigated field. Submitted herewith is a report from Applicant's engineer, Sopris Engineering, LLC, that describes, among other things, the existing utilities that serve the Property and future utility needs.

III. SUMMARY OF PROPOSED DEVELOPMENT OF VACANT PARCEL

As noted in the recent market study conducted by Greater Roaring Fork Region Municipal and Organizational Partnership and Applicant's own independent market study, there appears to be a notable lack of housing available in the Glenwood Springs market. Accordingly, Applicant intends to develop the Vacant Parcel as a primarily residential development with residential, residential amenity, and commercial components. Applicant feels the Vacant Parcel is uniquely positioned for such development seeing as it is only a quarter mile north of the Interstate 70 interchange, making new housing units easily accessible to employment centers throughout the valley. It is also within close walking distance to shopping, restaurants, and schools. The Developed Parcel will remain unchanged as no new development is proposed at this time.

The residential component of the proposed Vacant Parcel development will consist of 360 dwelling units distributed among eleven buildings and three types of housing—townhouse, multi-family, and live/work units. At that unit count, the density of the project would be 29.29 units/acre, which is less than the other apartment complexes recently approved by the City. The entire development will be operated as a rental apartment complex. Under Applicant's current plan, there will be 95 studio units, 13 live/work units, 110 1-bedroom units, 94 2-bedroom units, 28 3-bedroom units, and 20 townhouse units. The residential buildings range in height from two to or four stories. On-site parking will consist of uncovered surface parking, free-standing garages, and internal garages. Applicant is also proposing to construct additional on-street parallel parking on Donegan Road and Storm King Road, which will provide parking for development residents and the public.

Applicant is aware of the need for affordable housing in the City and therefore intends to participate in the City's affordable housing program. The rents for approximately ten percent of each housing type except for the live-work units will be deed-restricted to not exceed the maximum rent established by CHFA for 120% AMI in Garfield County. A breakdown of the affordable units is below:

a. <u>Studio units (95 total units)</u>: 5 units restricted to 100% AMI, 6 units restricted to 120% AMI;
b. <u>1-Bedroom multi-family units (110 total units)</u>: 6 units restricted to 100% AMI, 6 units restricted to 120% AMI;

c. 2-Bedroom multi-family units (94 total units): 5 units restricted to 100% AMI, 5 units restricted to 120% AMI;
d. 3-Bedroom multi-family units (28 total units): 1 unit restricted to 100% AMI, 2 units restricted to 120% AMI; and
e. Townhomes (20 total units): 2 units restricted to 120% AMI
f. **Total units in development**: 360; **Total deed-restricted units**: 38 units

The non-residential component of the development will consist of a central clubhouse that includes residential amenities such as a workout facility, meeting rooms, and a lounge area as well as the leasing and administrative office for the complex. The clubhouse will also include a full-service restaurant/pub that will be open to the public and have indoor and outdoor seating. The clubhouse building is planned to be approximately 11,600 square feet. For reference, Applicant anticipates the restaurant to be similar to the Kitchen at Ironbridge. There will also be a pool and spa at the clubhouse, which will be for resident-use only and centrally located within the development as indicated on the illustrative concept plan.

Plans showing conceptual landscaping and general architectural styles anticipated for the Vacant Parcel are included with the Application. Note that all such renderings are conceptual only at this point and are subject to change and refinement at the time of major site plan review.

IV. ANNEXATION

Enclosed with the Application is an annexation petition to signed by GP, the current owner of the Property. The petition asks City Council to annex the entire Property as it currently exists. Once annexed, Applicant will pursue subdivision of the Property into two lots as shown on the conceptual subdivision plat provided herewith concurrently with major site plan review of the PUD portion of the Property. No platted street will be included in the petition, and the entire width of the private street located on the Property will be annexed. Per the annexation map, there will be no issue meeting the 1/6th contiguity requirement for annexation.

There have been no attempts to annex the Property, or any portion thereof, by petition or election within the last twelve months. Considering the location of the Property and the proposed development thereof described below, Applicant believes that a community of interests exists between the City and the Property and that integrating the Property into the City and surrounding development is feasible and desirable. Because the Property is more than 10 acres, an annexation report to be prepared by the City will be required unless the City and Garfield County agree that the report may be waived. C.R.S. § 31-12-108.5(1).

Include among the Application materials is a draft Annexation Agreement. No pre-annexation agreement is needed here because the developed portion of the Property is already served with City water, and no City services will be extended to or utilized on the Vacant Parcel unless and until the Property is annexed and the land is developed. The draft Annexation Agreement addresses issues such as impact fee payment, water rights dedications, and anticipated off-site improvement work. As explained in the engineer's report, Applicant and GP have sufficient Reynolds & Cain ditch shares to dedicate to the City to cover the irrigation needs and consumptive uses on the Vacant Parcel and Developed Parcel. Applicant and GP propose that a portion of those shares be leased back to the Property owners to allow for continued raw water irrigation of the Property. Since the Developed Parcel

is commercial and is already served by City water, the standard impact fees and dedications would not apply to that portion of the Property. Applicant's affiliate has agreed to participate in the City's affordable housing programs and is therefore requesting that the impact fees and dedications for the Vacant Parcel be reduced as provided in Section 070.040.120 of the Municipal Code. Applicant and GP look forward to working with the City to refine the Annexation Agreement.

According to Section 070.060.040.(d) of the City's Municipal Code, annexation plans must conform to state statute, be consistent with the Comprehensive Plan, and include enough information to allow the City to evaluate whether and to what extent the annexation will impact the health, safety, and welfare of the City. As described above, the proposed annexation and the petition for the same satisfy applicable state statutory requirements for annexation. Included with the Application are conceptual engineering plans, an engineering report, a traffic study, and other information related to the impacts of the proposed development of the Vacant Parcel that will allow the City to analyze the impacts of the development on City resources. The impacts of annexation of the Developed Parcel will be minimal seeing as it is already served by City water, receives sanitary sewer service from the West Glenwood Springs Sanitation District, and will not generate any new traffic or use of City streets than has occurred since the Property was developed.

The Future Land Use Map that is part of the City's Comp Plan designates the Property as Mixed-Use and within the Urban Growth Boundary. A mixed-use designation "allows for a variety of uses including commercial, retail, office, restaurant, entertainment and multi-family housing co-existing through design either in a horizontal or vertical fashion." The proposed development of the Vacant Parcel, both alone and combined with the existing development on the Developed Parcel, is consistent with this description. The variety of housing types, restaurant, office space available in the live/work units and on the Development Parcel, and open space areas throughout the property make for a cohesive and workable addition to the City.

Annexing and developing the Property as proposed is consistent with several of the community goals and visions articulated in the Comp Plan. For one, the annexation will direct development to a location that is easy and cost effective to serve. Since the Property is essentially an infill area, all of the infrastructure and services necessary to serve the Property already exist in the immediate vicinity of the Property, including easy access to bus transportation. And the proposed bike lanes on Storm King Road and Donegan Road will add an improved transportation choice for new and existing residents in the area. Annexing the Property will also provide much-needed housing opportunities for a variety of residents, especially considering the affordable housing component of the development. Moreover, annexing the Property will maintain the "small town" character of the City by integrating the new housing with surrounding neighborhoods, providing residents of the development a large, central common area where they can walk, talk, engage, and be active, and offering the public to a place to dine and be social, which is currently lacking in the subject part of the City.

As stated in the Comp Plan, secondary commercial areas such as the Glenwood Springs Mall area are the primary locations for additional growth, including housing and employment uses as they will have minimal impact on the City's older, more established traditional neighborhoods. For that reason, the Comp Plan envisions secondary commercial areas "redevelop into mixed-use neighborhoods with a significant housing component." Indeed, the Comp Plan expressly envisions that the mall and the properties immediately to the north of it (i.e., the Property) "be integrated and

redeveloped into a mixed-use community including a significant component of medium to high density residential uses with an internal system of sidewalks and community spaces thus creating a center focal point for the west end of town." The annexation and proposed development of the Property squarely meet this vision. Finally, the City's overall annexation position set forth in the Comp Plan indicates that the City encourages and supports the annexation of the property north of the Glenwood Springs Mall to facilitate a compatible/coordinated mixed-use development. The proposed annexation is therefore consistent in numerous ways the City's Comp Plan and its annexation policies.

V. PROPOSED ZONING

Upon annexation, the Property must be zoned according to the City's zoning provisions. Applicant is proposing PUD zoning for the Vacant Parcel since it will include residential and commercial components. A PUD plan showing the proposed layout of the Vacant Parcel and the development standards including, height, setback, density, and parking requirements is submitted with the Application. Commercial District (CO) zoning under the City code is proposed for the Developed Parcel. As indicated on the Lot 1 Proposed Zoning plan, the existing development of the Developed Parcel meets all of the dimensional standards of the CO District except for the front yard setback—the western building on the site is more than the maximum distance from Storm King Road. Additionally, the principal uses on the site—office, warehousing, and a preschool—are all permitted uses in the CO district.

The review criteria applicable to rezoning and PUD rezoning are set forth below, along with Applicant's response to each:

a. **The rezoning is consistent with the City's comprehensive plan and the purpose of the Code:** As explained in the Annexation section of this letter, the Comp Plan contemplates mixed-use development of the property north of the Glenwood Springs Mall. The higher density residential and non-residential components proposed in the PUD plan for the Vacant Parcel, individually and coupled with the commercial-only use of the Developed Parcel, achieve the type of mixed-use development contemplated in the Comp Plan. The housing, transportation, and infill goals met by the proposed development also bring the proposed zoning of the Property in line with the Comprehensive Plan.

b. **The rezoning is consistent with the proposed purpose statement of the proposed zoning district:** The CO district is intended to, among other things, accommodate general commercial uses with some limited residential uses and to provide a transition between mixed-use and/or residential districts. Zoning the Developed Parcel CO will achieve this purpose in that the existing uses on the parcel are all permitted under the proposed zoning designation. It will serve as a transition between the mall which is commercial-only and the Vacant Parcel which will include both residential and non-residential components. This criteria does not apply to the proposed PUD zoning as there is no purpose statement associated with PUD zoning.

c. **Substantial changes in the subject area warrant a zoning change**: The Property is currently located in unincorporated Garfield County. If the Property is annexed, it will

come under the City's jurisdiction. The annexation marks a substantial change to the Property seeing as state statute requires that the Property be zoned under the City code within 90 days of annexation.

d. **The intensity of development in the new zoning district is not expected to create significantly adverse impacts to surrounding properties or the neighborhood**: Zoning the Developed Parcel CO will not create adverse impacts to surrounding properties or neighborhoods because (i) the zoning designation will not result in a change in intensity or type of use from what is currently existing on that portion of the Property, and (ii) the uses allowed under the existing County zoning (CL) are similar to those allowed in the City's CO zone district.

   Similarly, the PUD zoning proposed for the Vacant Parcel will not adversely affect the surrounding neighborhood. While the Vacant Parcel is currently undeveloped, it is not subject to a conservation easement or otherwise restricted as open space. As such, development of the Vacant Parcel has always been an option, whether under the County's jurisdiction or the City's. The parking requirements in the proposed PUD plan meet the City's parking requirements, ensuring that parking impacts on surrounding neighborhoods will be mitigated. The traffic generated by the development under the densities and uses proposed will be successfully incorporated into the existing and future roadway network in the area. The required common open space will allow residents to enjoy the outdoors and other residential amenities on-site, reducing impacts to surrounding areas. Required landscaping will also create a buffer between the development and neighboring properties.

e. **The PUD zoning addresses a unique situation, provides substantial benefit to the City, or incorporates innovative design, layout, or configuration resulting in quality over what could have been accomplished through strict application of a base zoning district or other standards of this Code:** The PUD plan incorporates a design, layout, and configuration for development of the Vacant Parcel that could not be accomplished through strict application of the City's residential or mixed-use zoning regulations. Specifically, the PUD plan contemplates residential density and maximum building heights that are not achievable under the City Code, yet are contemplated in the Comp Plan. That is, the Comp Plan states that secondary centers such as the one at issue here may be redeveloped with buildings up to 4-5 stories. Incorporating these elements into the proposed PUD plan allows for the higher-density residential development envisioned in the Comp Plan at an achievable cost and in a manner the leaves more open space within the development.

f. **The PUD Plan meets all applicable standards of this Code not expressly modified by the PUD application:** While a summary of the development proposed for the Vacant Parcel is provided with this Application for context, a development permit application has not yet been submitted. As such, whether development of the Vacant Parcel will meet all applicable standards of the Code not modified by the PUD will be evaluated at the time of major site plan approval. The proposed PUD Plan does state, however, that all development standards in the City code not modified by the PUD will apply to development within the PUD going forward.

g. **The PUD Plan includes varied types of housing and densities**: The proposed PUD plan for the Vacant Parcel includes three types of housing: multi-family apartment buildings, townhouses, and live-work units. Since the site is not divided into individual districts, density is determined for the parcel as a whole but is divided between residential and non-residential uses.

VI. SUBMITTAL DOCUMENTS

Applicant submits the following as its Application:

1. Land Use Application form and fee payment (via credit card)
2. Submittal letter
3. Proof of Ownership
4. Annexation Map
5. Annexation Petition
6. Draft Annexation Agreement
7. Improvement Survey Plat
8. Traffic Study
9. Engineer Report from Sopris Engineers
10. Engineering and Architectural Plans including:
    a. Lot 1 Proposed Zoning plan
    b. Lot 2 PUD Plan
    c. Conceptual Plat
    d. Conceptual Utility Plan
    e. Conceptual Grading Plan
    f. Offsite Drainage Plan
    g. Conceptual Onsite Drainage Plan
    h. Illustrative Concept Plan And Site Massing
    i. Conceptual Open Space And Landscape Framework Plan
    j. Conceptual Architectural Renderings (conceptual renderings only—subject to change)

Please contact us if you need additional information or have questions regarding this letter or any of the Application materials. Applicant requests that the Application be considered by the Planning & Zoning Commission at its March 23, 2021. We look forward to working with the City as we proceed through the application process.

Sincerely,
GARFIELD & HECHT, P.C.

David McConaughy
Haley Carmer
Attorneys for 214 Center Drive, LLC

Enclosures

2400634_1

Memorandum

To: Trent Hyatt, Senior Planner
From: Hannah Klausman,
Senior Planner, Housing Commission Liaison
Date: February 19, 2021
Re: Planning Item 09-20, R2 Partnership LLC
480 Donegan Development

Please see the following staff comments on the proposed 480 Donegan Development.

Community Housing

The Draft Annexation agreement includes Affordable Housing Components in Section 5. According to the agreement the developer proposes 17 units restricted to 100% AMI, and 18 units restricted to 120% AMI, for an average of 109%. Staff recommends that the affordable housing units meet the standards of proposed Ordinance No. 1, Series 2021 as summarized below, which include a maximum 100% AMI averaged across all deed restricted units.

On February 18, 2021 City Council reviewed Ordinance No. 1, Series 2021 an Inclusionary Housing Code Amendment ordinance. The ordinance requires a second reading and public hearing before final approval.

The requirements of the proposed draft ordinance would apply to all residential and mixed-use developments proposing the construction of ten (10) or more new dwelling units, or the creation of ten or more residential lots. All new residential subdivisions and all new multi-family residential developments shall set aside lots or units for community housing as set forth in this Section.

a) Twenty (20%) percent of the total residential units shall be deed restricted for Resident Occupied Community Housing.

b) Ten (10%) percent of the total residential units shall be deed restricted to limit the average Initial Sales Price to no greater than that which is affordable to Households earning no more than 100% AMI; or to limit the Community housing rental unit rental prices in accordance with guidelines established by the City and generally set at rates that are affordable to Households with incomes no higher than 80-100% AMI, averaged over the total required deed restricted units.

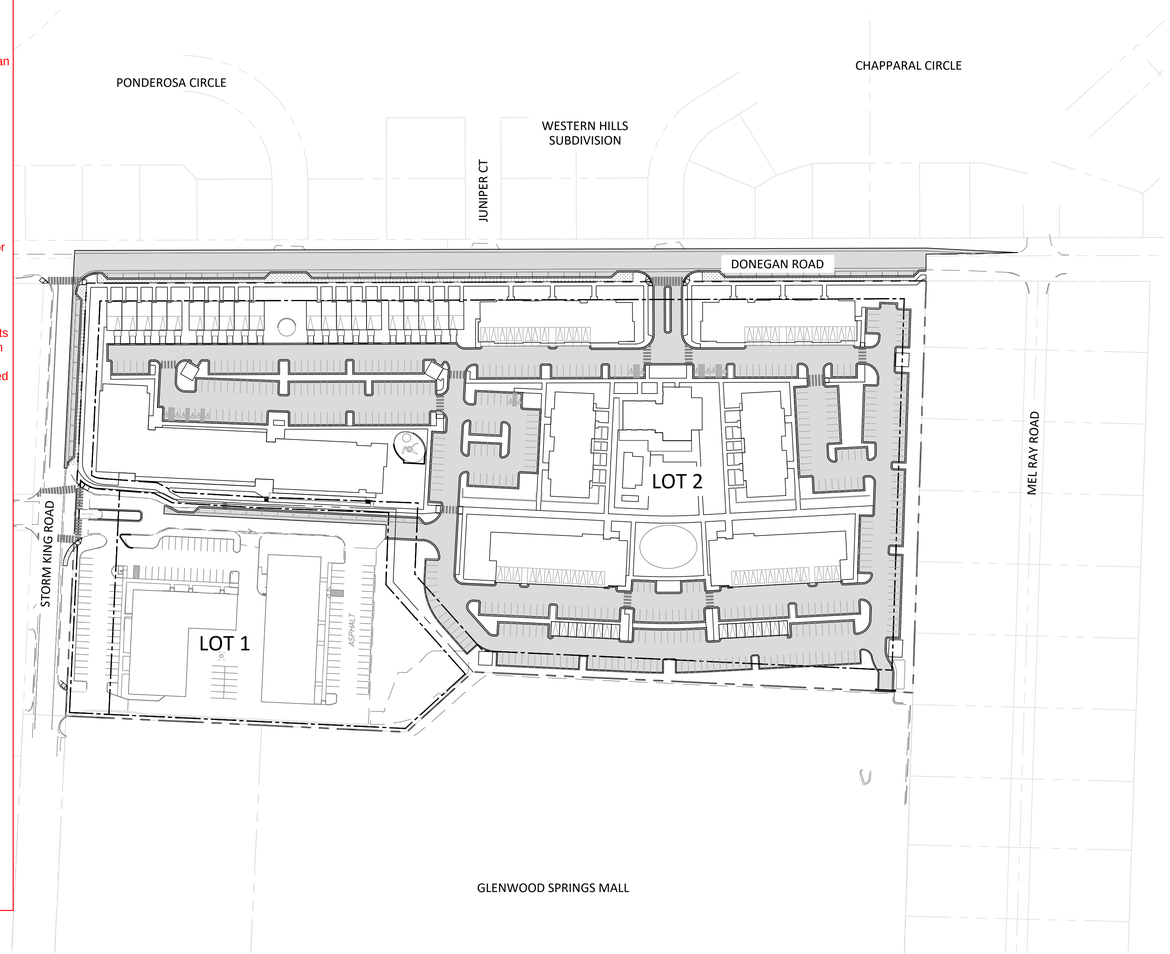
Staff recommends conformance with the requirements as included as part of the annexation process.

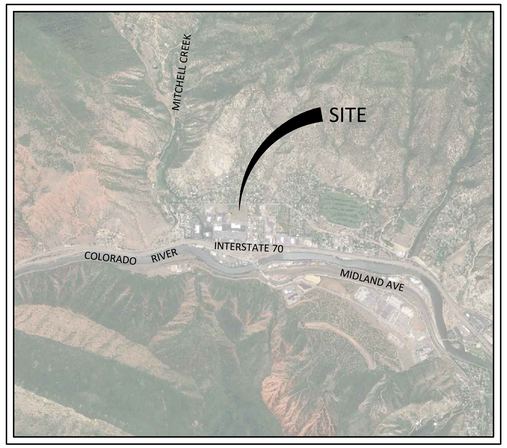
480 DONEGAN

Please add PUD to the title.

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021

Other Comments
1. Have geologic hazards been analyzed for the site? While a full report may not be necessary at this point, it would certainly be good to know if any are applicable. Please add a the following statement (or similar) to the cover sheet and address any known hazards, if applicable. "Hazards to note are _____. A final Geologic Hazard Report will be submitted upon application of a development permit."
2. Please add the a FEMA floodplain statement (example below) with the following info: community map number, date and indicate whether the site is located within a designated floodplain.
Geologic hazards disclosure. "This property is subject to geologic hazards per the adopted mapping by the City of Glenwood Springs.
3. Please add Public Facilities Statement (i.e. A note shall be placed on the site plan that makes reference to the public facility requirements for the installation and construction and/or contributions.)
4. The Annexation Agreement notes that the development will enter into an affordable housing deed-restriction consistent with the terms and conditions of Subsection 070.040.120 (b)(1). This voluntary program allows for the developer to exit the program at any time. Because this is an annexation, staff believes that it should be clear that the affordable housing will be deed restricted for the full 30 years, rather than being subject to the market conversion provision in the code related to the voluntary program.
5.The development standards of the code require off-site circulation improvements including bikeways, sidewalks proportional to the traffic demands and impacts generated to and along the street by the proposed development, and the improvements will be within the County ROW. The parkland dedication proposed for the bikeway is not identified on the Rivertrail Master Plan, and thus may not be included as part of the required parkland dedication. The Parkland Dedication fees discussed in Section 8 should not be reduced for these improvements.
6. Per Title 080, system improvement fees would still be charged for the Change in use. Whenever the use of any structure changes, as such change in use would be defined in Title 070 so that a larger number of EQR units or proportions of EQR units would become assessable in accordance with the classifications set forth in Section 080.060.020, there shall be charged to and paid by the owner of such structure the system improvement fee for the EQR units attributable to the usage increase caused by the change in use.





VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

C0.0 - COVER SHEET
C1.1 - LOT 1 PROPOSED ZONING
C1.2 - LOT 2 PUD PLAN
C1.3 - CONCEPTUAL PLAT
C2.0 - CONCEPTUAL UTILITY PLAN
C3.0 - CONCEPTUAL GRADING PLAN
C4.0 - OFFSITE DRAINAGE PLAN
C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
A1.0 - ARCHITECTURAL PRECEDENT
A2.0 - CONCEPT RENDERINGS

Please incldue the survey as part of the this index and plan set.

GRAPHIC SCALE
100 0 50 100 200 400
(IN FEET)
1 inch = 100ft.

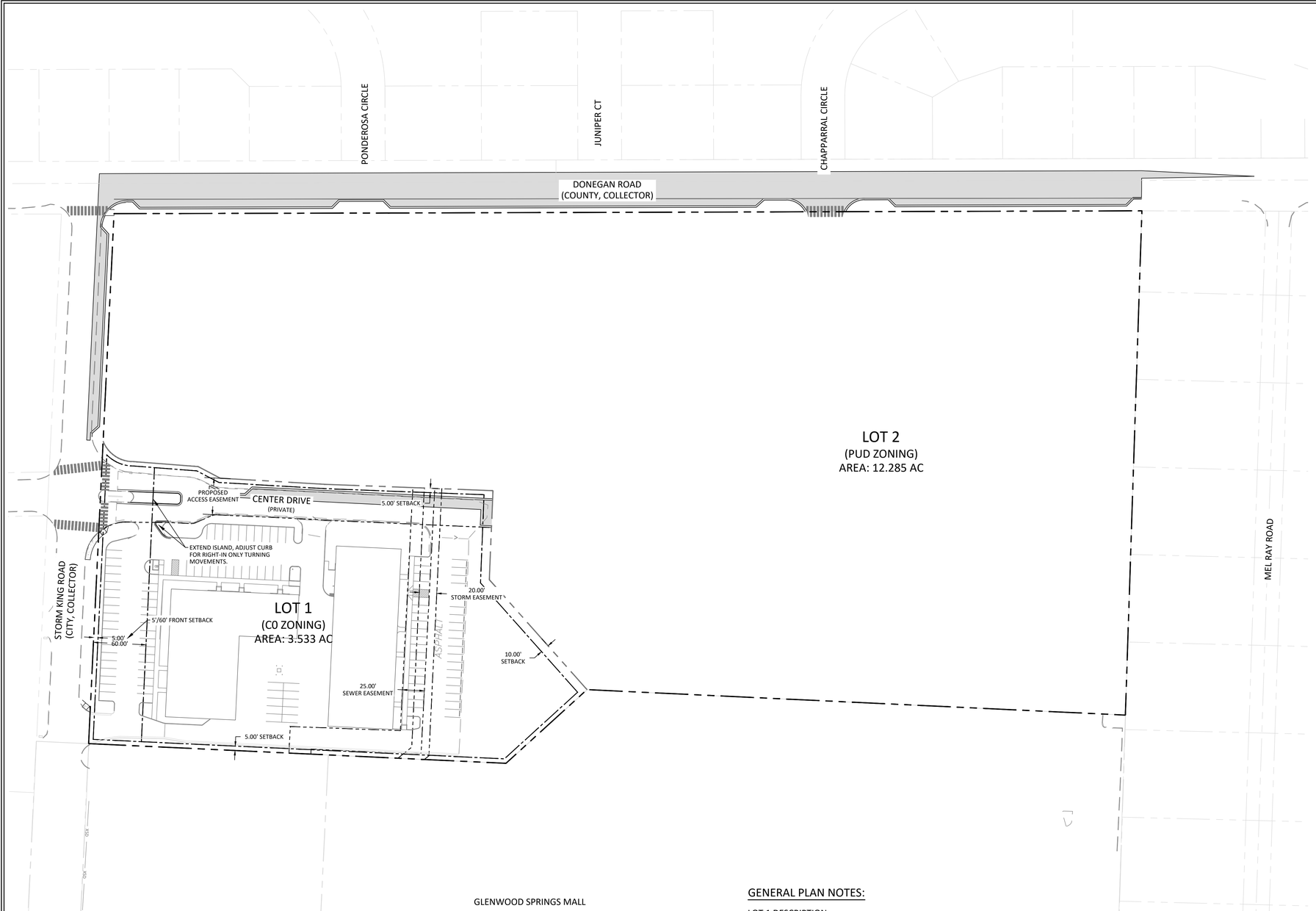
SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACH
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

GARFIELD & HECHT, P.C.
ATTORNEY
901 GRAND AVENUE, SUITE 201
GLENWOOD SPRINGS, CO 81601

S:\2020\3093\7\CIVIL\Civil. DWGS\PLOTS\SHEET SET\3093-7-COVER.DWG - Jan 26, 2021 - 1:09pm



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

Please call out percentage of total site in addition to ares for the all the items summarized below.

DEVELOPMENT SUMMARY:

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1 (WEST L SHAPED BUILDING)

OFFICE	9,070 GSF +/-
WAREHOUSE	2,716 GSF +/-
PRESCHOOL	2,235 GSF +/-
SOILS LAB	959 GSF +/-
TOTAL BUILDING 1=	14,980 GSF +/-

BUILDING 2 (EAST RECTANGULAR BUILDING)

OFFICE	9,153 GSF +/-
WAREHOUSE	6,091 GSF +/-
TOTAL BUILDING 2=	15,244 GSF +/-

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:

Minimum 5 feet
Max. (From arterial streets) 60 feet
Max. (From other streets) 40 feet

Building 1 (West L shaped building) +/- 86 feet (Greater than maximum)

SIDE:

Minimum 5 feet
No maximum designated

Both buildings are greater than 5 feet

REAR:

Minimum with alley 10 feet
Minimum without alley 7.5 feet
No maximum designated

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61	Spaces
Warehouse	8,087 SF	1 SP/400 SF	22	Spaces
Preschool	2,235 SF	1 SP/250 SF	9	Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4	Spaces
		Total	*96 Spaces*	

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
Total existing spaces	108 regular spaces, 4 ADA spaces

GENERAL PLAN NOTES:

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

Know what's **below.**
Call before you dig.

CALL 3 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

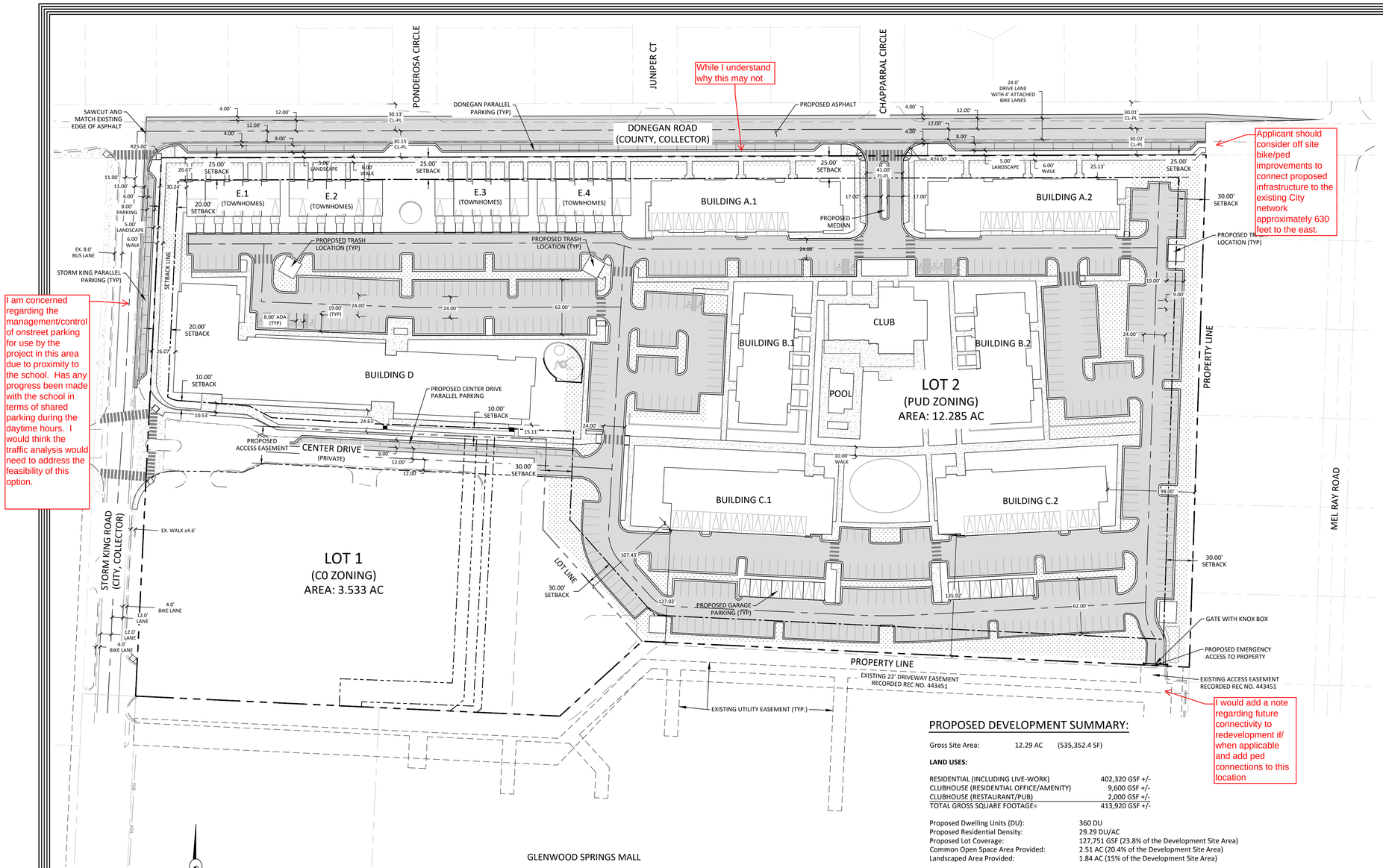
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 1 PROPOSED ZONING

DRAWING NO.
C-1.1

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-SITE PLAN.DWG - Jan 26, 2021 - 1:10pm



While I understand why this may not

Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.

I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.

I would add a note regarding future connectivity to redevelopment if/ when applicable and add ped connections to this location

PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 30.00 dwelling units/acre
Maximum Gross Non-Residential: 14,000 GSF

What else is included in this number other than the clubhouse and restaurant?

USES

Permitted Uses
- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling
- Residential Amenities (Workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- Art Studio
- Home Occupation

Are all commercial uses listed here and below aniticipated as being allowed in the live/work units or do you anticipate them someplace else?

Prohibited Uses
- Adult and child care facilities
- Adult entertainment establishments
- Maintenance and repair services, including automotive repair
- Marijuana establishments
- Commercial laundry and dry cleaning
- Recreational vehicle park
- Industrial Uses

Uses Requiring Special Review Use Permit
Any use not listed as a permitted or prohibited use

Note: The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscaped Area: 15% of Development Site Area

Residential districts generally require 20%. Please clarify.

SETBACKS

Minimum Building Setback from Public Streets:
Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:
Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property
Face of Garage 3 feet from driveway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Garage Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback
Abutting Properties 10 feet from lot line

Notes:
1. Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:
Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review

PARKING

Minimum Required Parking:

Residential	
Dwelling: Live-Work	1.0 SP/DU
Dwelling: Townhouse	1.5 SP/DU
Dwelling: Multifamily	1.5 SP/DU
Guest Parking[1]	1.0 SP/5 DU
Non-Residential	
Restaurant	1 SP/200 SF
Office & Amenity	1 SP/1,000 SF

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only*
2. *Off-site parking areas shall not account for more than 10% of total provided parking*

OTHER

Snow Storage Areas:

Please call out the acutal areas you believe is available for snow storage

A. Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
B. No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
C. Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in the Glenwood Springs Municipal Code, as amended from time to time, shall apply to this PUD.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL (INCLUDING LIVE-WORK)	402,320 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY)	9,600 GSF +/-
CLUBHOUSE (RESTAURANT/PUB)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	413,920 GSF +/-

Proposed Dwelling Units (DU):	360 DU
Proposed Residential Density:	29.29 DU/AC
Proposed Lot Coverage:	127,751 GSF (23.8% of the Development Site Area)
Common Open Space Area Provided:	2.51 AC (20.4% of the Development Site Area)
Landscaped Area Provided:	1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Residential			
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking[1]	347 DU	1.0 SP/5 DU	70 Spaces
		Subtotal	*604 Spaces*
Non-Residential			
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
		Subtotal	*20 Spaces*
		TOTAL REQUIRED	**624 SPACES**

We may need to better understand the traffic expectations for this use.

Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.

Please clarify if this is clubhouse space. You may be able to argue that there is not a need for separate parking for said use since it is a neighboorhood amenity not open to the public.

Is public use of the bar/restaurant anticipated in the traffic report? Please clarify.

1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only*
2. *Off-site parking areas shall not account for more than 10% of total provided parking*

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces[1]
Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces[2]
Total Parking Provided:	**625 Spaces**

Notes:
1. On-site parking includes 14 accessible parking spaces.
2. Off-site parking accounts for 8.2% of total parking provided.

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

LEGEND:

SNOW STORAGE AREA:

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W" 167.89 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
THENCE N 87° 50' 32" W 192.99 FEET;
THENCE N 86° 38' 35" W 118.97 FEET;
THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

NORTH

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

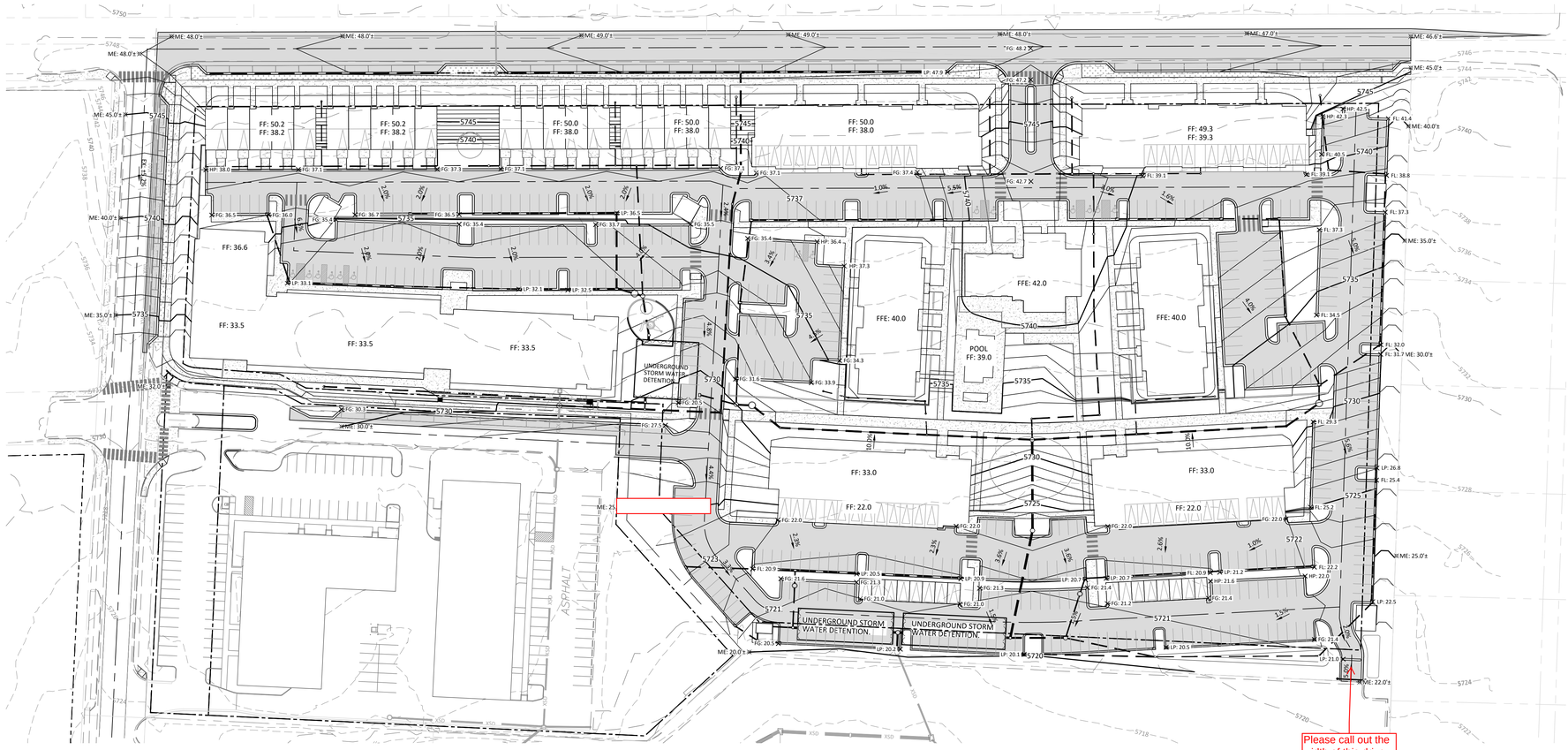
GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 2 PUD PLAN

DRAWING NO.
C-1.2

G:\2020\30017\Civil\CIVIL DWGS\PLOT\ANNEX REZONE SUBM\30017-SITE PLAN.DWG - Jan 26, 2021 - 2:53pm



SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

PROPERTY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
PROPOSED SETBACK
PROPOSED LOT LINE
PROPOSED CENTERLINE

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR — 7900
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL — 7900
PROPOSED SLOPE — 2.0%
PROPOSED SPOT ELEVATION — FL: 32.0
PROPOSED STORM SEWER
PROPOSED STORM INLET

GENERAL GRADING NOTES:

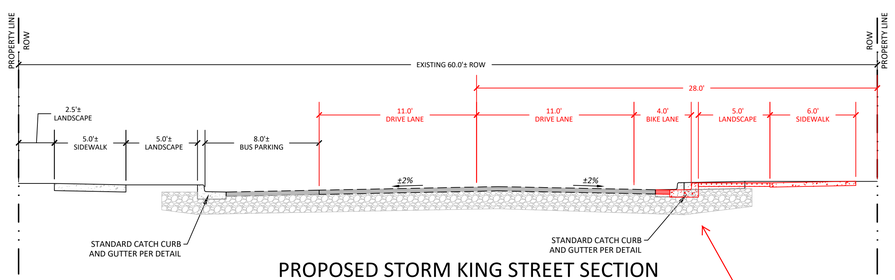
1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.

NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.



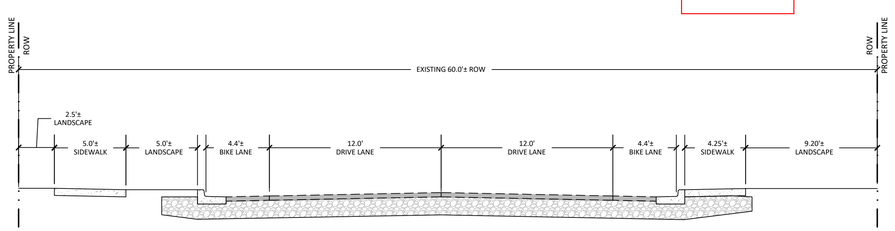
PROPOSED STORM KING STREET SECTION

(NORTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.

Submittal letter and plan sheets indicate parking along Storm King. Please revise.

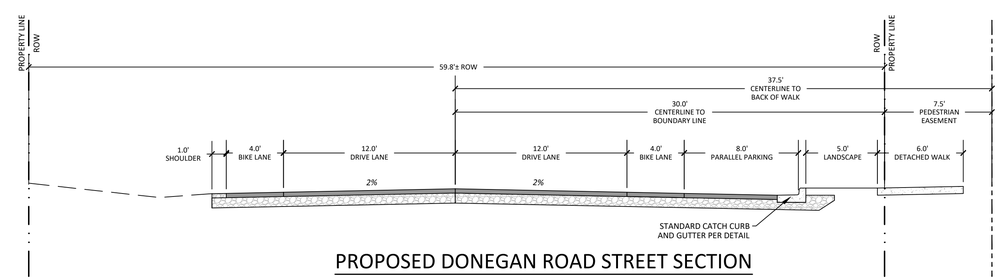
I recommend adding representative landscaping to all of the buffers depicted on the typicals provided.



PROPOSED STORM KING STREET SECTION

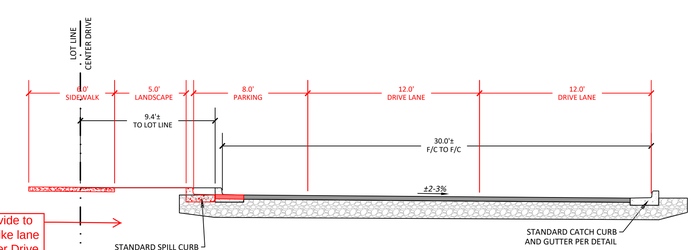
(SOUTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.



PROPOSED DONEGAN ROAD STREET SECTION

LOOKING EAST
N.T.S.



Do you provide to provide a bike lane along Center Drive consistent with other road sections? Please

PROPOSED CENTER DRIVE STREET SECTION

LOOKING EAST
N.T.S.

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DESIGNED BY	JPP	
DRAWN BY	JPP	
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DATE:	01/26/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
PRELIMINARY GRADING PLAN

DRAWING NO.
C-3.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-GRADING.DWG - Jan 26, 2021 - 1:32pm

1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"

While a full landscaping plan is not required, I recommend adding a representative chart identifying the total amount of landscape and hardscape areas expressed in square feet and as a percentage of the total lot area. For parking areas, note square footage of landscaped area and as a percentage of the parking area; include total number of required and provided trees, shrubs, and perennials per the Code.
2. I would add cross section views which depict mature representations of the various landscaping buffer areas

2 MASSING VIEW LOOKING SOUTH WEST
NTS

3 MASSING VIEW LOOKING NORTH EAST
NTS

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

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Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

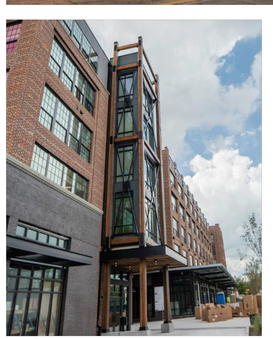
A2.0

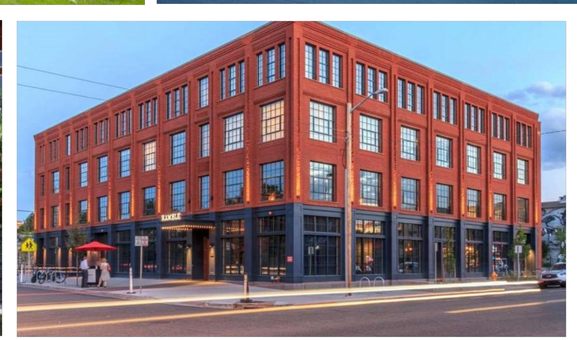
ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

PRECEDENT

Please call out which proposed building each of these pics are





EXISTING PRECEDENT

These residential photos are not representative of west Glenwood.

NOT FOR CONSTRUCTION

APPLICANT
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PO Box 9833 Cincinnati, OH 45209
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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
ARCHITECTURAL PRECEDENT

A1.0

ANNEXATION AND ZONING SUBMISSION

© Hord Coplan Macht, Inc.

CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CIRCLE DRIVE

Center Drive

CONCEPT RENDERING - VIEW LOOKING SOUTH FROM DONEGAN RD.

Other Comments
1. I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donegan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.
2. For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

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CITY OF GLENWOOD SPRINGS

Engineering Department

Engineering Department **Jessica Bowser** **Asst. City Engineer**	**Date:** February 19, 2021 **To:** Community Development **Re:** 09-20 480 Donegan Annexation Review

Please see the following engineering comments for the 480 Donegan Road Pre-Annexation Document Review. Engineering will not review this application again unless a response to these comments are provided.

General comments:

1. Is there an agreement with the mall for the emergency access? This should not be included as a part of the approval process unless an agreement can be provided. The City cannot grant access across private property.

Traffic Report Comments:

New Comments:

2. The traffic analysis assumes that the entire development is Multi-Family Housing (Mid Rise). Please provide the pages from the 10th Edition of the trip Generation Manual that justifies this assumption and shows the calculations used. The 8th Edition that the engineering department has does not include Multi Family Housing and (221) is not consistent with Multi Family Housing. It would seem that this development should be considered with 240 (Mid-Rise) Apartments and 20 (rented) Townhomes. If any of these units are proposed to be sold, this should be considered. Additionally, the public restaurant trip generation is not considered.
    a. The housing distribution is:
        i. 13 Live-Work Units
        ii. 95 Studio Units
        iii. 110 1-Bedroom Units
        iv. 94 2-Bedroom Units
        v. 3-Bedroom Units
        vi. 20 Townhomes
    b. This development includes a 2000 SF Restaurant.
3. External trip Distribution percentages are not provided for many segments of roadway in Figure 8. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.
4. Daily Traffic Volumes are not provided for many segments of roadway in Figure 9. i.e. Storm King Rd, Mel Rey Road, west Donegan Road, and Hwy 6 from Storm King Road to Mel Rey Road.

Comments on Draft Annexation that were not addressed:

Additional commentary from this review (02/19/2021) is provided in italics.

5. The growth rate of Hwy 6 seems low. It could be assumed that the Mall could bring in addition retailors, or Ami's Acres in the County could expand/redevelop. *The city has also recently received a referral for the development of*

101 West 8th Street, Glenwood Springs, CO 81601 (970) 384-6434
jessica.bowser@cogs.us

a new Mobile Home Park past Ami's Acres. Figure 7 is inconsistent with the surrounding growth. How come Hw y6 from Storm King Rd to Mel Rey Road DECREASES from the 2020 Existing Adjusted Volumes – Figure 5 (9500 DTV) to the 2040 Background Traffic Volumes – Figure 7(8300 DTV) while surrounding roadways/intersections increase? The figures are inconsistent:

Figure 4 (Existing Volumes): HWY 6 DTV = 6,600

Figure 5 (2020 Existing Adjusted Volumes): HWY 6 DTV = 9,500

Figure 6 (2022 Background Traffic Volumes): HWY 6 DTV = 7,700 **(Lower than the 2020 adjusted volumes)**

Figure 7 (2040 Background Traffic Volumes): HWY 6 DTV = 8,300 **(Lower than the 2020 adjusted volumes)**

6. Pedestrian Counts also seem low (0).
    a. Storm King/HWY 6 intersection: There are employees and residents of the surrounding area that do bike or ride the bus and would interact with this intersection.
    b. The 114 Exit (Mel Rey/HWY 6): There are absolutely pedestrians and cyclists that utilize this intersection with the number of bus users and the installation of the RRFBs in 2017. Counts for the SUP with CDOT to install the RRFBs were completed that showed the use of this intersection by peds/bikes.
    c. Donegan Road: This section of Donegan Road is not developed with bike lanes or sidewalk, however many students walk/bike this section of roadway to and from the Two Rivers School. Future projections should also consider an increase in use as this is identified in the City of Glenwood Springs Long Range Transportation Plan as a bicycle route that also provides access to trails up Mitchell Creek Road.
7. Please justify your directional distribution numbers.
    a. This was not addressed in the new submittal. Why would 5% of the entering/existing traffic be heading west on Highway 6? What generator would create a distribution to this intersection?
    b. It seems that the distribution might be closer to 50/50 for both entrances, not 75/25.
    c. External Trip Distribution is not provided for many segments of roadways.
8. Counts were done on August 26th ahead of the local school openings. School traffic in these areas is significant. Recount both pedestrians and turning movements at these intersections:
    d. Storm King and SH6
    e. Mel Ray and SH 6
    f. Storm King and Donegan
    g. Mel Ray and Donegan
    h. Storm King and Center Drive
9. PM peak hour at Storm King May coincide with the end of the school day at Two Rivers. Count the peak to coincide with the school to check.
10. SH 6 and Storm King Road LOS improve from the 2022 to 2040 analysis. Why? *Are the LOS tables revised to consider the adjusted counts? This particular issue was not addressed and still shows a LOS improvement…*

<u>Plan Comments:</u>

Comments on Draft Annexation that were not addressed:

11. See the attached plan comments and markups.
12. Sidewalk and bike improvements should extend to Mel Ray Road.
13. Existing pedestrian crossings along Storm King Road should be improved. The ramps should be upgraded to meet ADA/PROWAG requirements with detectable warnings. *The City prefers the installation of directional ramps.*

14. The engineer should review the City's Municipal and Engineering Standards before re-submittal. Many notes and design items are not compliant with these requirements. It is not City's staff's responsibility to be the engineer's QA/QC.
    a. Legends should match plans.
    b. Utilities have many potential conflicts, along with design items that are not compliant with the City's Engineering Standards.
    c. Proposed easements should be identified.

General Requirements:

At the time of Development Plan Submittal:

15. A Preliminary Drainage Report will be required. Drainage should meet both City of Glenwood Engineering Standards and CDOT stormwater standards (whichever is more stringent). The final discharge is to CDOT ROW and the drainage report will need to be reviewed and approved by CDOT.
16. A Preliminary Geotechnical Report will be required.
17. A Preliminary Traffic Report will be required.

At the time of Construction Document Submittal:

18. All final/stamped reports shall be submitted.
    a. Landscaping plans should include utilities and proposed contours on a background layer for verification of clearances. Often these items are completed after the civil work is completed and they fill in drainage areas or plan directly on top of utilizes.
    b. Landscape plans should also include sight triangles to verify sight distances.
19. CDOT Access Permitting. Access permits include both traffic and stormwater.
20. Retaining Walls will require engineered design and structural calculations. The City may refer these documents out for review as necessary.
21. Stormwater facilities will require a maintenance agreement and plan.
22. Plan and Profiles should be supplied for the private utility mains.
23. Provide S.U.E. plan per Colorado Law CRS 9-1.5-102 requirements or provide a stamped letter determining why this is not a Subsurface Utility Engineering-Required Project.

Before Construction:

24. Any work within the Right of Way shall require appropriate ROW permitting though the City or County. With the ROW permit, the following documents should be submitted:
    a. Any SUE documents necessary.
    b. A plan of work to take place in the ROW, with patching shown that meets the requirements of the jurisdiction.
    c. Traffic Control Plans, as appropriate.
25. The site will require a Grading Permit. With the grading permit, the following documents should be submitted:
    d. Any SUE documents necessary.
    e. Final Stamped Drainage Report.
    f. Final Stamped Civil Documents.
    g. Final Geotechnical Report.

h. Disturbance over one (1) acre will require a CDPHE Construction Stormwater Discharges Permit. As this development is over one acre, this permit is required, and any State approval should be submitted prior to the issuance of a Grading Permit.

i. The City of Glenwood Springs is required to sign as the Responsible Official for all CDPHE CDPS permitting. The permit documentation should be submitted to the City of Glenwood Springs Engineering Department a minimum of three (3) weeks in advance of submittals to the State.

Permit Closeout and Issuance of Certificate of Occupancy Requirements:

26. Before engineering completes a walk-though of the subject property

a. Draft As-Built plans should be submitted.

a. Applicable Stamped Certification Letters:

i. Any engineered retaining walls. Letter certifying that the walls were constructed per plan or that address any changes to the design during construction, stamped by a Colorado Licensed Professional Engineer.

i. Drainage improvements. Letter certifying that the drainage was constructed per plan or that addresses any site changed, stamped by a Colorado Licensed Professional Engineer.

b. Test results for all improvements in the ROW shall be submitted. These should include all testing/backfill associated with any walls that support public facilities.

27. Engineering Approval to release the CO will not be provided until the final documents/files are supplied.

b. Final As-builts with and Improvement Survey Plat (ISP) should be provided in an AutoCAD, PDF, and Mylar form.

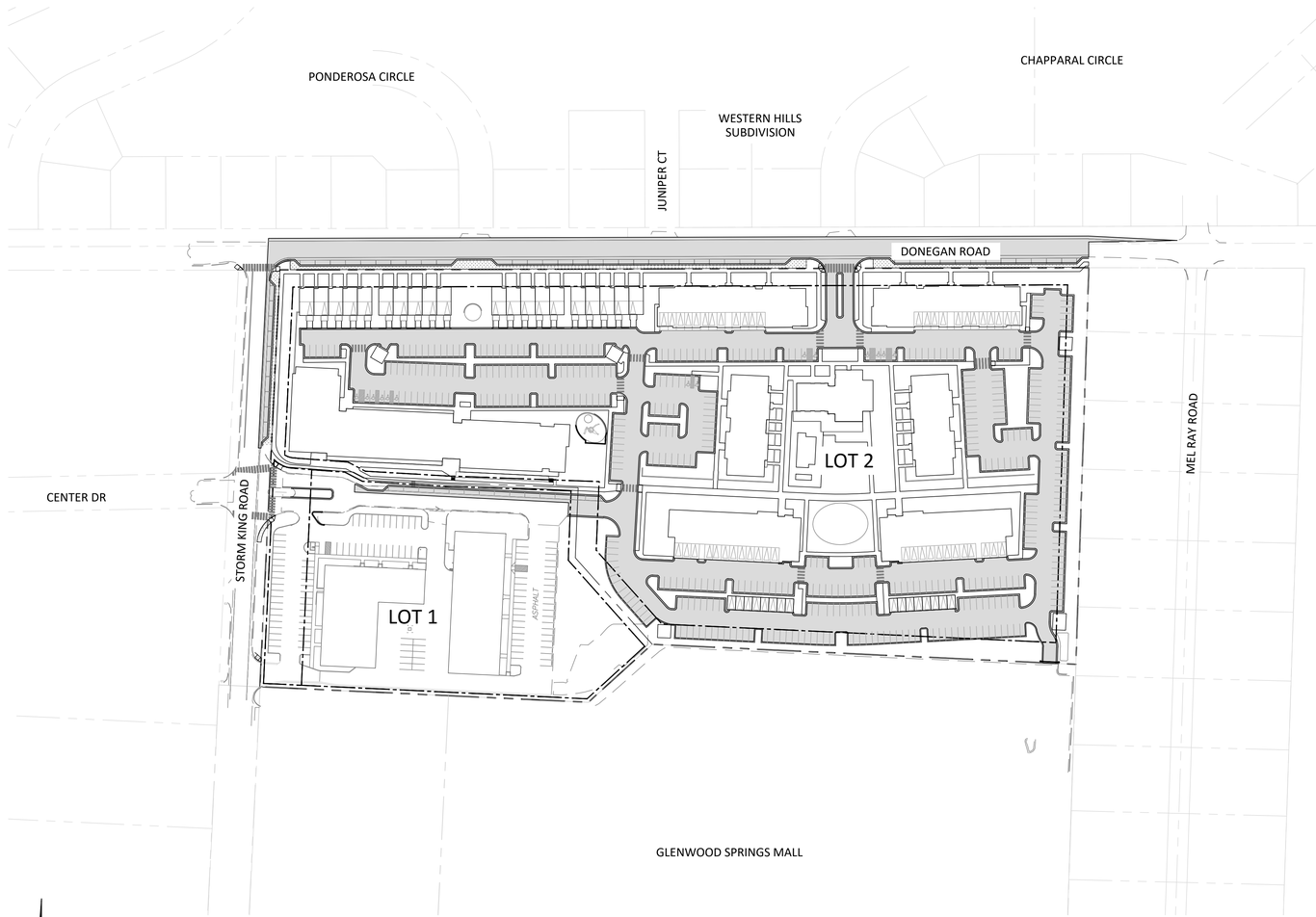
c. Certification Letters can be supplied electronically (PDF).

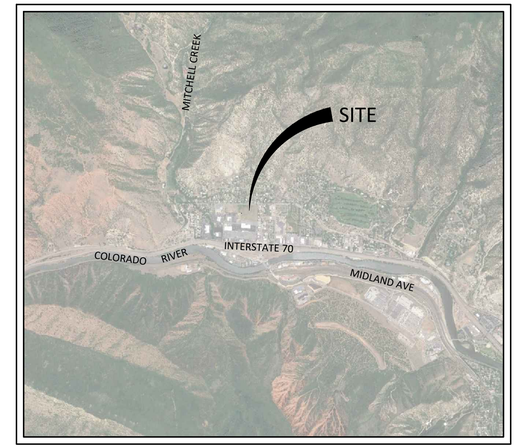
d. All easement dedications shall be completed.

e. Maintenance Agreement for any water quality and detention facilities.

480 DONEGAN

ANNEXATION AND ZONING SUBMISSION CIVIL PLANS: 01/26/2021





VICINITY MAP
SCALE: 1" = 2000'

PLAN INDEX

C0.0 - COVER SHEET
C1.1 - LOT 1 PROPOSED ZONING
C1.2 - LOT 2 PUD PLAN
C1.3 - CONCEPTUAL PLAT
C2.0 - CONCEPTUAL UTILITY PLAN
C3.0 - CONCEPTUAL GRADING PLAN
C4.0 - OFFSITE DRAINAGE PLAN
C4.1 - CONCEPTUAL ONSITE DRAINAGE PLAN
LA1.0 - ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING
LA2.0 - OPEN SPACE AND LANDSCAPE FRAMEWORK PLAN
A1.0 - ARCHITECTURAL PRECEDENT
A2.0 - CONCEPT RENDERINGS

Existing/ Demolition plan?

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100ft.

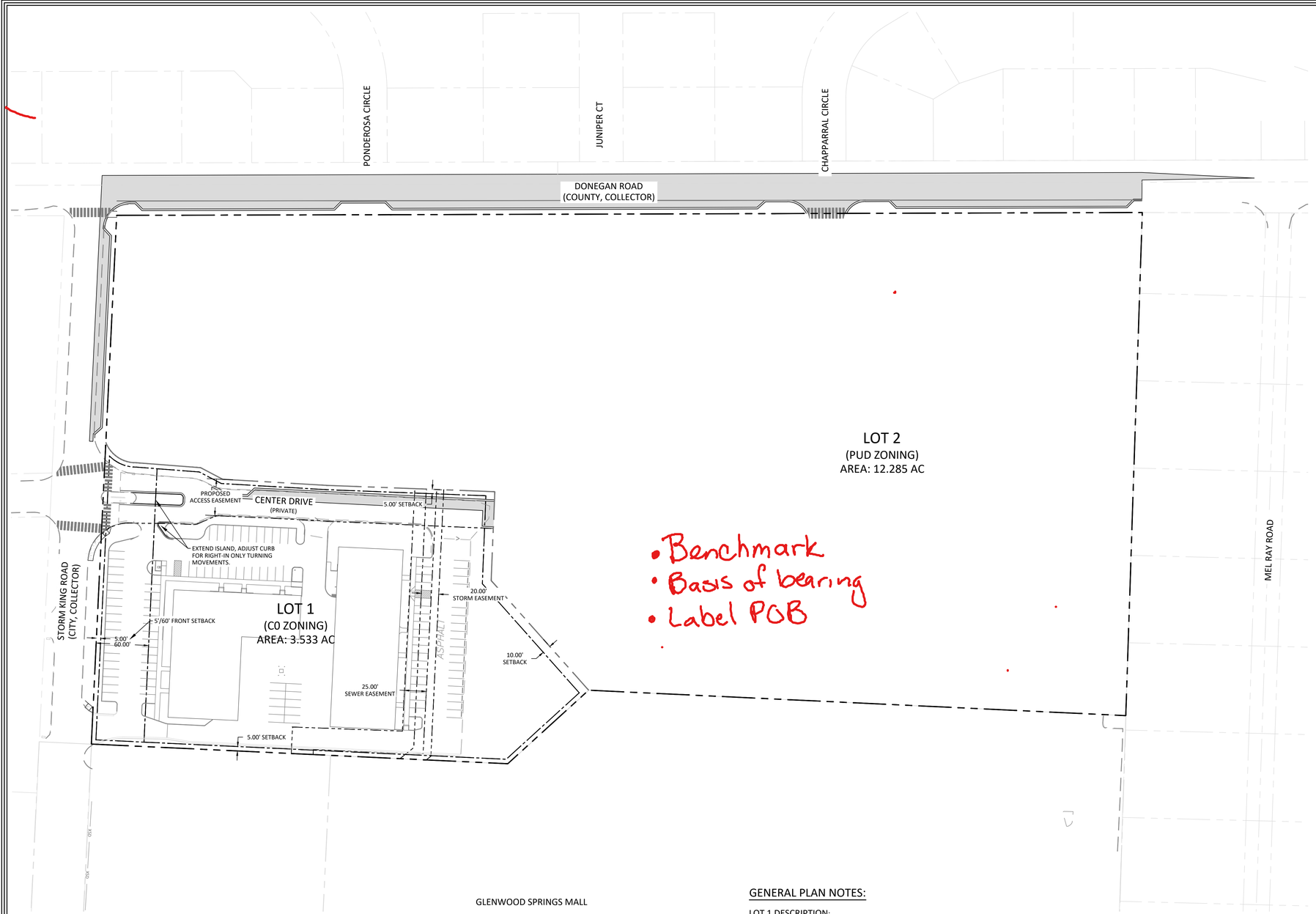
SOPRIS ENGINEERING-LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

APPLICANT
214 CENTER DRIVE, LLC
PO BOX 9833
CINCINNATI, OH 45209

HORD COPLAN MACHT
ARCHITECTURE AND LANDSCAPE ARCHITECTURE
1800 WAZEE STREET, SUITE 450
DENVER, CO 80202

GARFIELD & HECHT, P.C.
ATTORNEY
901 GRAND AVENUE, SUITE 201
GLENWOOD SPRINGS, CO 81601

S:\2020\2017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\2017-COVER.DWG - Jan 26, 2021 - 1:09pm



• Benchmark
• Basis of bearing
• Label POB

PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

(TYP all sheets)

Typically PR easements are same Lt, just darker.

Generally setback lines are not a CL type

(Typ all sheets)

DEVELOPMENT SUMMARY:

Gross Site Area: 3.54 AC (154,151.55 SF)

LAND USES:

BUILDING 1 (WEST L SHAPED BUILDING)

OFFICE	9,070 GSF +/-
WAREHOUSE	2,716 GSF +/-
PRESCHOOL	2,235 GSF +/-
SOILS LAB	959 GSF +/-
TOTAL BUILDING 1=	14,980 GSF +/-

BUILDING 2 (EAST RECTANGULAR BUILDING)

OFFICE	9,153 GSF +/-
WAREHOUSE	6,091 GSF +/-
TOTAL BUILDING 2=	15,244 GSF +/-

TOTAL BUILDING GROSS SQUARE FOOTAGE = 30,224 GSF +/-

COMMERCIAL (CO) DEVELOPMENT STANDARDS:

LANDSCAPING

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

COMMON OPEN SPACE

Minimum Required: 0.35 AC (10% of the Gross Site Area)
Area Provided: 0.47 AC (13% of the Gross Site Area)

SETBACKS

FRONT:
Minimum 5 feet
Max. (From arterial streets) 60 feet
Max. (From other streets) 40 feet

Building 1 (West L shaped building) +/- 86 feet (Greater than maximum)

SIDE:
Minimum 5 feet
No maximum designated

Both buildings are greater than 5 feet

REAR:
Minimum with alley 10 feet
Minimum without alley 7.5 feet
No maximum designated

Both buildings are greater than 10 feet

BUILDING HEIGHT

Maximum Building Height: 40 feet

One story buildings, less than 40 feet tall

PARKING

Minimum Required Parking:

Office	18,223 SF	1 SP/300 SF	61	Spaces
Warehouse	8,087 SF	1 SP/400 SF	22	Spaces
Preschool	2,235 SF	1 SP/250 SF	9	Spaces
Soils lab (Assumption on parking)	959 SF	1 SP/250 SF	4	Spaces
		Total	*96*	*Spaces*

Existing Parking:

Building 1 (West L shaped building)	59 regular spaces, 2 ADA spaces
Building 2 (East rectangular building)	37 regular spaces, 2 ADA spaces
Between buildings	12 regular spaces, 0 ADA spaces
Total existing spaces	108 regular spaces, 4 ADA spaces

GENERAL PLAN NOTES:

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN
DATE:	01/26/2021
JOB NO.	30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 1 PROPOSED ZONING

DRAWING NO.
C-1.1

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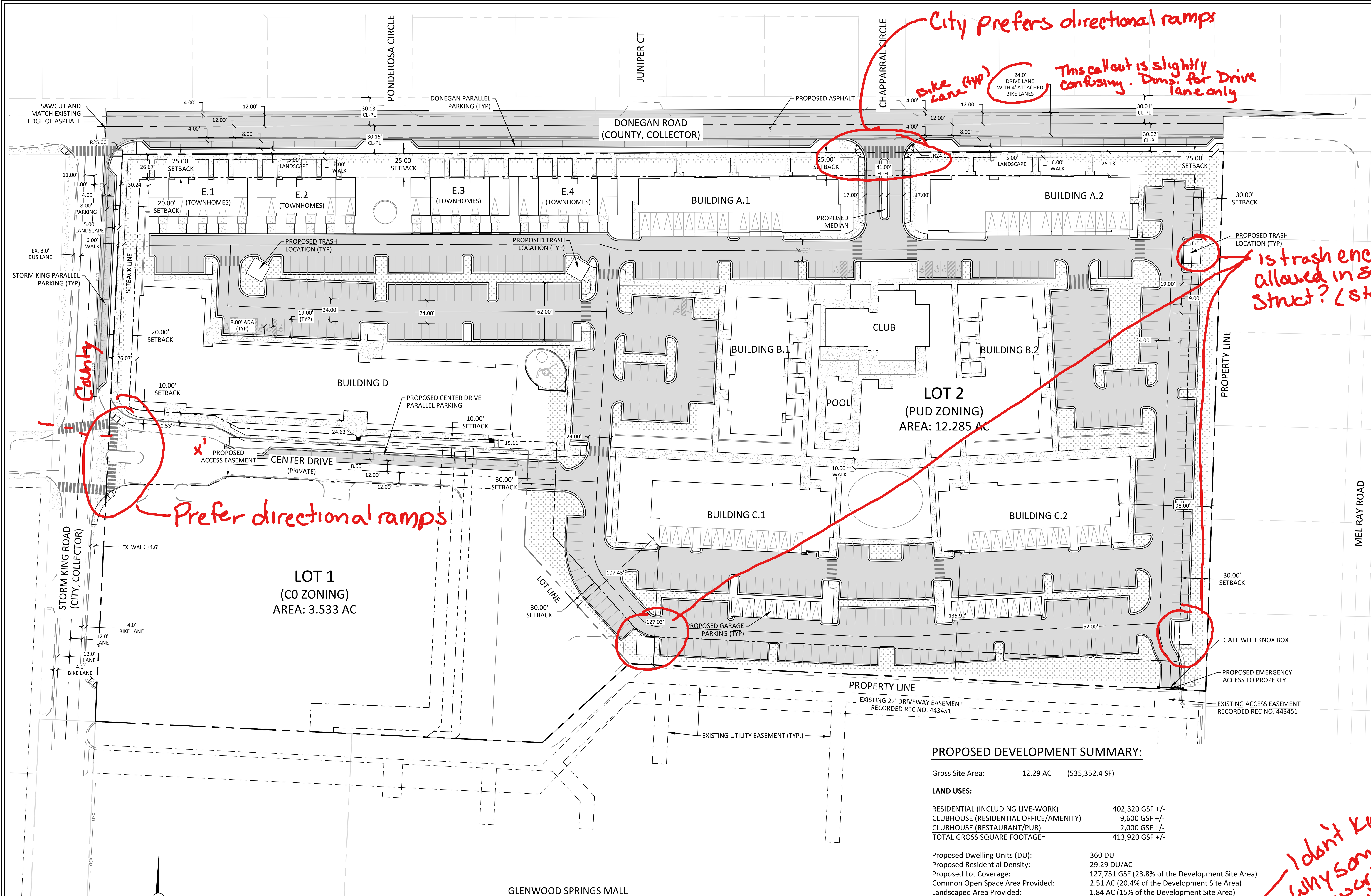


PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

Staff question: easement for SW? Public access

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density: 30.00 dwelling units/acre
Maximum Gross Non-Residential: 14,000 GSF

USES

Permitted Uses
- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling
- Residential Amenities (Workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- Art Studio
- Home Occupation

Prohibited Uses
- Adult and child care facilities
- Adult entertainment establishments
- Maintenance and repair services, including automotive repair
- Marijuana establishments
- Commercial laundry and dry cleaning
- Recreational vehicle park
- Industrial Uses

Uses Requiring Special Review Use Permit
- Any use not listed as a permitted or prohibited use

Note: The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area: No Minimum
Landscaped Area: 15% of Development Site Area

SETBACKS

Minimum Building Setback from Public Streets:
Donegan Road 25 feet from street right-of-way
Storm King Road 20 feet from street right-of-way

Minimum Building Setback from Private Streets:
Center Drive 10 feet from property line

Minimum Building Setback Internal to the Property
Face of Garage 3 feet from driveway
Abutting Properties 30 feet from property line
Building to Building 20 feet from main building face

Minimum Garage Setback from Public Streets:
Donegan Road 30 feet from street right-of-way
Storm King Road 25 feet from street right-of-way

Minimum Side or Rear Parking Setback
Abutting Properties 10 feet from lot line

Notes:
1. Setbacks are measured from the face of the building to the existing public street right-of-way, edge of driveway or from abutting property lines.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six (6) feet into the setback.
   b. Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Maximum Building Height:
Residential Buildings 55 feet
Ancillary Buildings 35 feet
Freestanding Garages 25 feet

PARKING

Minimum Required Parking:
Residential
Dwelling: Live-Work 1.0 SP/DU
Dwelling: Townhouse 1.5 SP/DU
Dwelling: Multifamily 1.5 SP/DU
Guest Parking[1] 1.0 SP/5 DU

Non-Residential
Restaurant 1 SP/200 SF
Office & Amenity 1 SP/1,000 SF

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only*
2. *Off-site parking areas shall not account for more than 10% of total provided parking*

I don't know why someone who works from home would have less cars w/ the school & dealer employees parking will be an issue

OTHER

Snow Storage Areas:
A. Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
B. No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
C. Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in the Glenwood Springs Municipal Code, as amended from time to time, shall apply to this PUD.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area: 12.29 AC (535,352.4 SF)

LAND USES:

RESIDENTIAL (INCLUDING LIVE-WORK)	402,320 GSF +/-
CLUBHOUSE (RESIDENTIAL OFFICE/AMENITY)	9,600 GSF +/-
CLUBHOUSE (RESTAURANT/PUB)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	413,920 GSF +/-

Proposed Dwelling Units (DU):	360 DU
Proposed Residential Density:	29.29 DU/AC
Proposed Lot Coverage:	127,751 GSF (23.8% of the Development Site Area)
Common Open Space Area Provided:	2.51 AC (20.4% of the Development Site Area)
Landscaped Area Provided:	1.84 AC (15% of the Development Site Area)

Minimum Required Parking:

	Quantity	Rate	Required Spaces
Residential			
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	20 DU	1.5 SP/DU	30 Spaces
Dwelling: Multifamily	327 DU	1.5 SP/DU	491 Spaces
Guest Parking[1]	347 DU	1.0 SP/5 DU	70 Spaces
		Subtotal	*604 Spaces*
Non-Residential			
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Office & Amenity	9,600 SF	1 SP/1,000 SF	10 Spaces
		Subtotal	*20 Spaces*
		TOTAL REQUIRED	**624 SPACES**

Note:
1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only*
2. *Off-site parking areas shall not account for more than 10% of total provided parking*

Proposed Parking:

On-Site Parking	
Surface Parking Lot	478 Spaces
Center Drive	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	66 Spaces
Subtotal	574 Spaces[1]
Off-Site Parking on Public Streets	
Donegan Street	41 Spaces
Storm King Road	10 Spaces
Subtotal	51 Spaces[2]
Total Parking Provided:	**625 Spaces**

Notes:
1. *On-site parking includes 14 accessible parking spaces.*
2. *Off-site parking accounts for 8.2% of total parking provided.*

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE PLAN REVIEW.

LEGEND:

SNOW STORAGE AREA:

GENERAL PLAN NOTES:

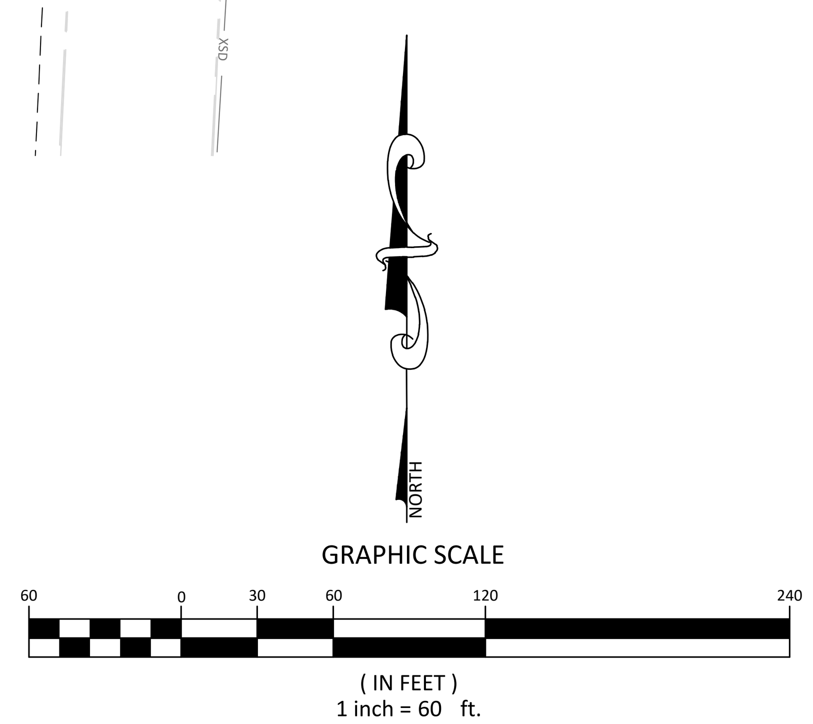
LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W" 167.89 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
THENCE N 87° 50' 32" W 192.99 FEET;
THENCE N 86° 38' 35" W 118.97 FEET;
THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.



811
Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP
DRAWN BY	JPP
CHECKED BY	YTN
DATE:	01/26/2021
JOB NO.	30017

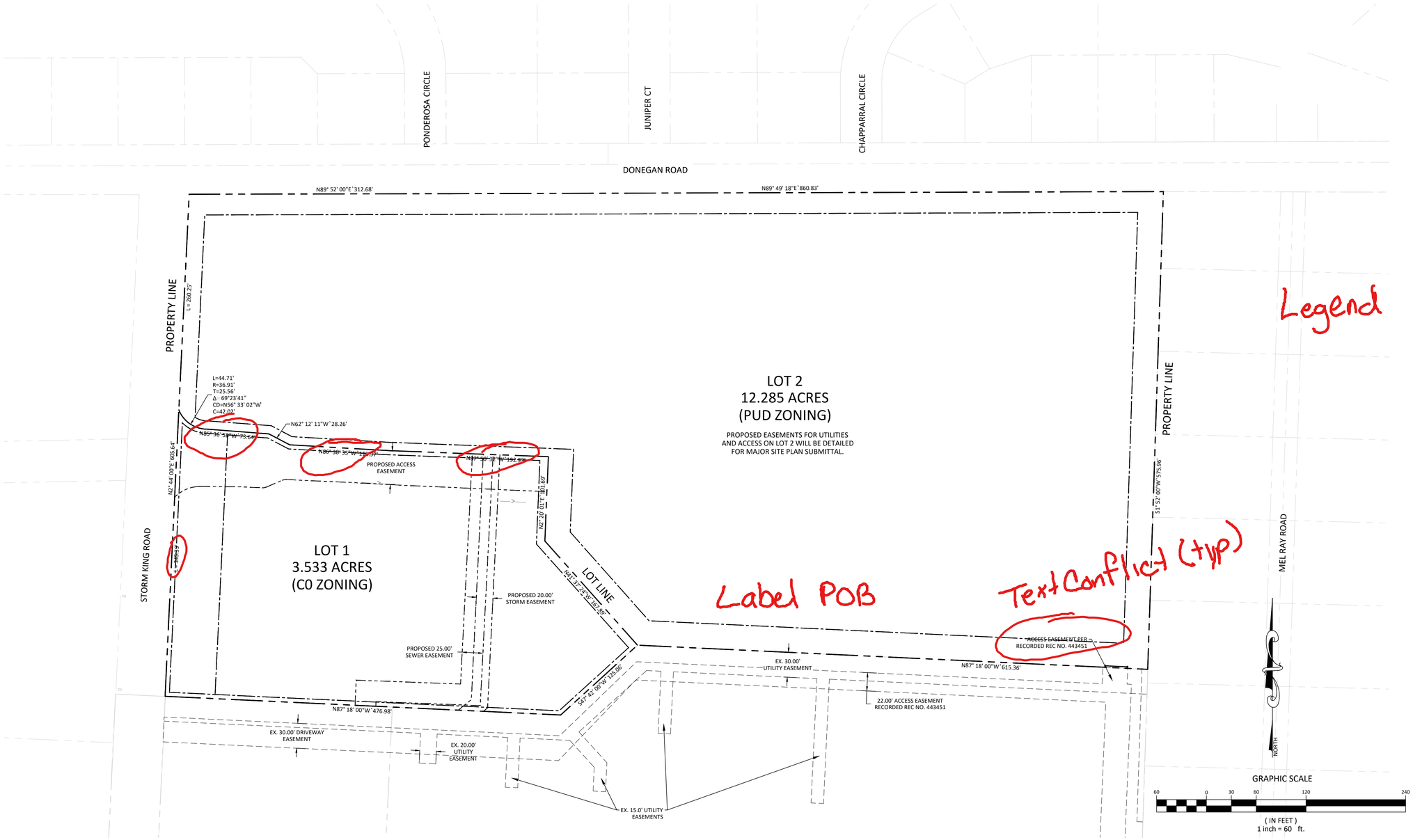
GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
LOT 2 PUD PLAN

DRAWING NO.
C-1.2

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\ANNEX REZONE SUBM\30017-SITE PLAN.DWG - Jan 26, 2021 - 2:53pm



GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W" 167.89 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
THENCE N 87° 50' 32" W 192.99 FEET;
THENCE N 86° 38' 35" W 118.97 FEET;
THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

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DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

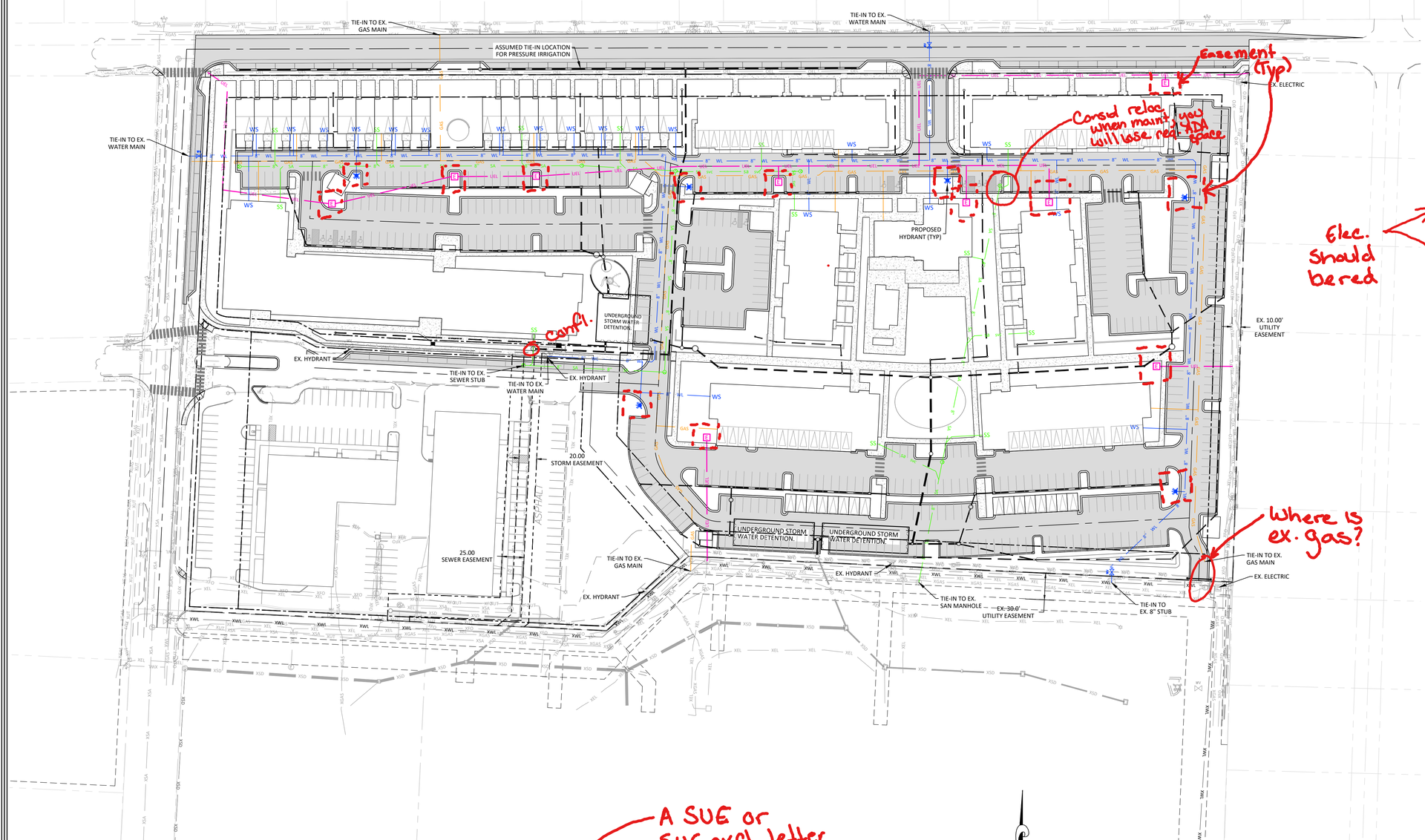
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL PLAT

DRAWING NO.
C-1.3

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-EX CONDITIONS.DWG - Jan 26, 2021 - 1:29pm



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

Don't need to show on Util plan

PROPOSED UTILITY LEGEND

- PROPOSED 8" WATER MAIN
- PROPOSED WATER SERVICE
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED SANITARY SERVICE
- PROPOSED ELECTRIC
- PROPOSED GAS
- PROPOSED STORM SEWER
- PROPOSED SEWER MANHOLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED STORM INLET

Elec. should be red

EXISTING LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING 8" WATER MAIN
- EXISTING 8" SANITARY SEWER MAIN
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING OVERHEAD ELECTRIC
- EXISTING CABLE
- EXISTING FIBER OPTIC
- EXISTING IRRIGATION PIPE
- EXISTING SWALE OR DITCH
- EXISTING STORM SEWER
- EXISTING WIRE FENCE
- EXISTING ELECTRIC MANHOLE
- EXISTING DRAINAGE DRY-WELL
- EXISTING SEWER MANHOLE
- EXISTING TELEPHONE MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING LIGHT POLE
- EXISTING SIGN
- EXISTING STORM INLET

A SUE or SUE excl. letter will be needed

UTILITY NOTES:

1. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, CONSTRUCTION/DESIGN PLANS, OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
2. SHALLOW UTILITY LINEWORK MUST BE COORDINATED WITH THE UTILITY PROVIDER. THE UTILITY PROVIDER IS TO PERFORM ALL UTILITY LINEWORK NECESSARY. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING AND BACKFILL NECESSARY FOR LINEWORK.
3. THE SITE SANITARY SEWER SHALL BE CONSTRUCTED ACCORDING TO THE WEST GLENWOOD SPRINGS SANITATION DISTRICT. EXISTING SANITARY SEWER SERVICES SHALL BE ABANDONED AT THE MAIN ACCORDING TO THE DISTRICT STANDARDS USING A WATER-TIGHT PLUG.
4. THE SITE WATER MAIN SHALL BE CONSTRUCTED ACCORDING TO THE CITY OF GLENWOOD SPRINGS STANDARD DETAILS AND SPECIFICATIONS.
5. THE SITE WILL HAVE A PRESSURIZED IRRIGATION SYSTEM THAT WILL BE DETAILED FOR MAJOR SITE PLAN.

Not accurate Util prov will not inst. serv

Information only: IRR/STM/San all considered the same – Must maint separation from Potable water

NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

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(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

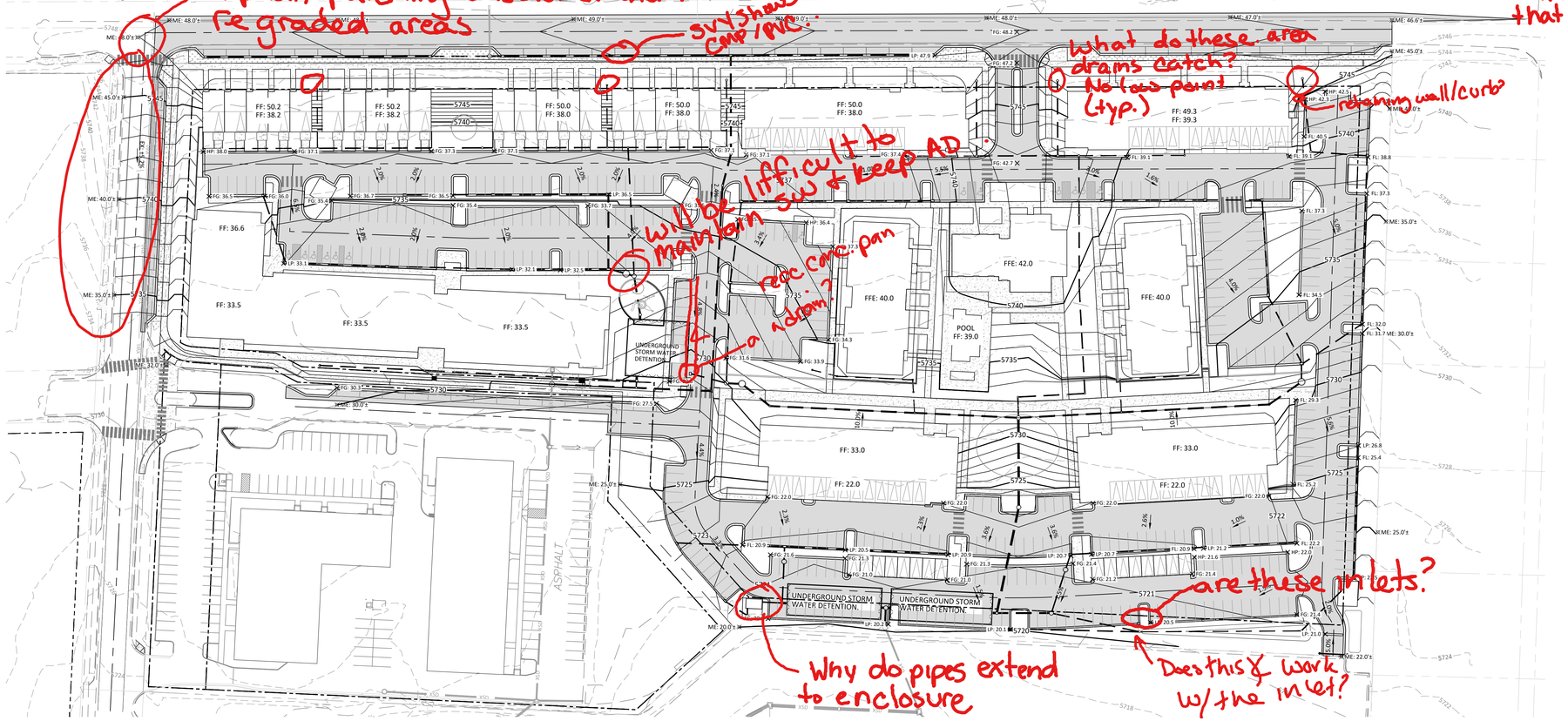
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL UTILITY PLAN

DRAWING NO.
C-2.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOTS\SHEET SET\30017-UTIL.DWG - Jan 26, 2021 - 1:31pm



Asphalt patching should extend!
Regraded areas
SVT shows CMP/PVC?
What do these area drains catch? No low point (typ.)
retaining wall/curb
Will be difficult to maintain SW & keep AD
Conc. pan
Why do pipes extend to enclosure
Does this work w/the inlet?
are these inlets?

General comment: It appears that many area drains/inlets could be replaced by curb cuts/chases.
- Cheaper install
- easier maint

SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
ME = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

PROPOSED LEGEND

PROPERTY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
PROPOSED SETBACK
PROPOSED LOT LINE
PROPOSED CENTERLINE

Not necessary to show

GRADING LEGEND:

PROPOSED 1' CONTOUR
PROPOSED 5' CONTOUR — 7900
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL — 7900
PROPOSED SLOPE — 2.0%
PROPOSED SPOT ELEVATION — FL: 32.0
PROPOSED STORM SEWER
PROPOSED STORM INLET

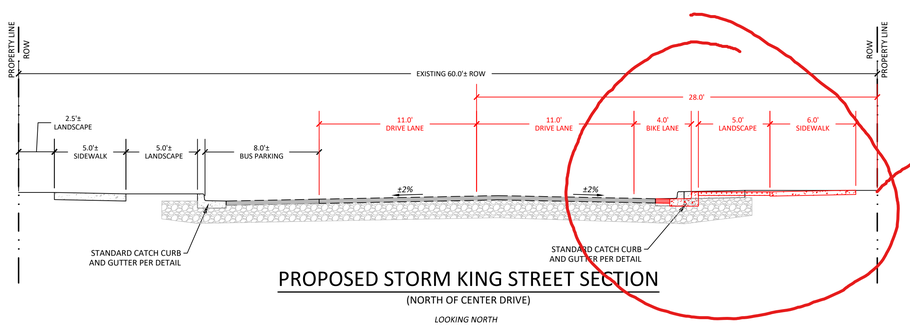
} exist. stm?

GENERAL GRADING NOTES:

1. THE EXISTING CONTOUR INTERVAL IS TWO (2) FEET. THE DIVIDE CREEK SURVEY DATUM IS NAVD 88. SE HAS LOWERED ALL POINTS 4.09 FEET TO CONVERT ELEVATIONS TO CITY OF GLENWOOD NGVD 29 DATUM.
2. PROPOSED SITE GRADING CONCEPT SHOWN. FINAL GRADING DETAIL WILL BE PROVIDED FOR THE MAJOR SITE PLAN APPROVAL.
3. THE STORM WATER DRAINAGE PLAN CONCEPT IS SHOWN ON SHEET C4.1. STORM WATER RUNOFF WILL FLOW IN LANDSCAPE SWALES AND CURB AND GUTTER TO INLETS AND STORM SEWER PIPES TO UNDERGROUND DETENTION FACILITIES.

NORTH

GRAPHIC SCALE
60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

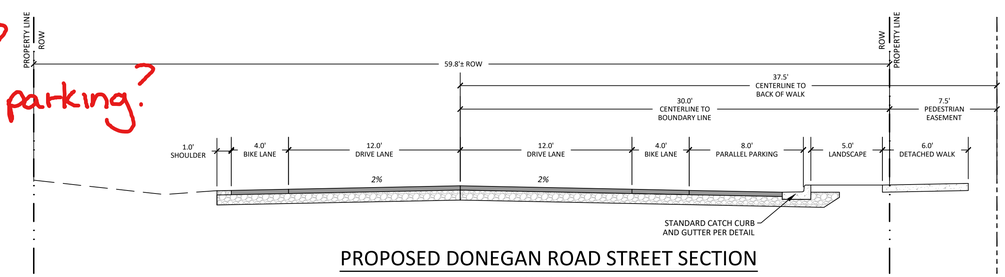


PROPOSED STORM KING STREET SECTION

(NORTH OF CENTER DRIVE)

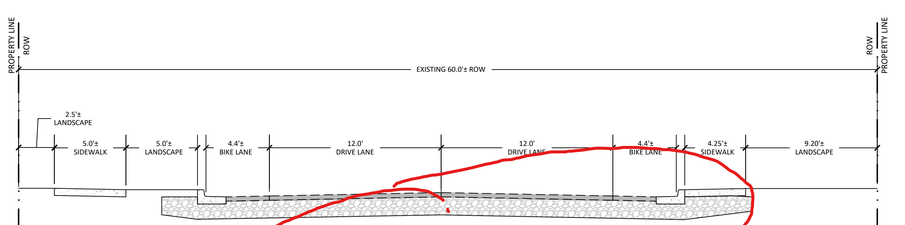
LOOKING NORTH
N.T.S.

Why red? Where is parking?



PROPOSED DONEGAN ROAD STREET SECTION

LOOKING EAST
N.T.S.

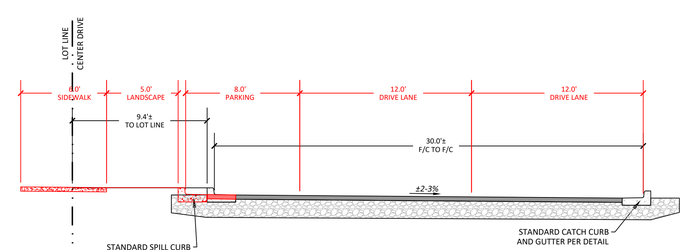


PROPOSED STORM KING STREET SECTION

(SOUTH OF CENTER DRIVE)

LOOKING NORTH
N.T.S.

Doesn't appear to be changing - why shown?



PROPOSED CENTER DRIVE STREET SECTION

LOOKING EAST
N.T.S.

811 Know what's below. Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
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(970) 704-0311
FAX: (970) 704-0313

DESIGNED BY	JPP
DRAWN BY	
CHECKED BY	YTN
DATE:	01/26/2021
JOB NO.	30017

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
PRELIMINARY GRADING PLAN

DRAWING NO.
C-3.0

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-GRADING.DWG - Jan 26, 2021 - 1:32pm

EXISTING LEGEND

- EXISTING CONTOUR
- 7900 EXISTING CONTOUR INTERVAL
- EXISTING FLOW PATH
- EXISTING FLOW ARROW
- EXISTING DRAINAGE BASIN
- DP # DESIGN POINT

NORTH

GRAPHIC SCALE

300 0 150 300 600 1200

(IN FEET)
1 inch = 300 ft.

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CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	01/26/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

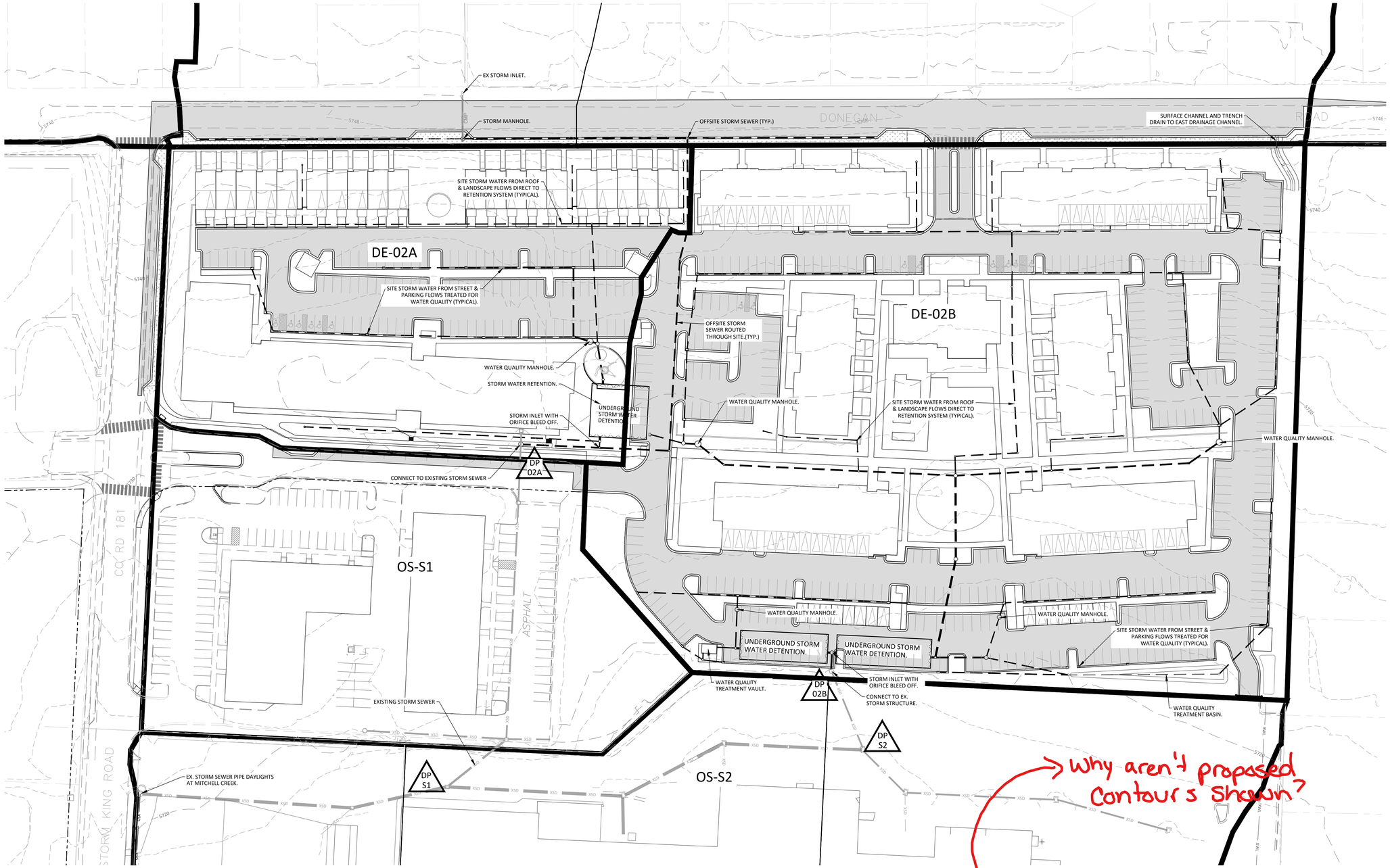
ANNEXATION & ZONING SUBMISSION

DATE	REVISION

TITLE
OFFSITE DRAINAGE PLAN

DRAWING NO.
C-4.0

G:\2020\30017\CIVIL\CIVIL DWGS\SITE\DRG\30017-DRG.DWG - Jan 26, 2021 - 12:59pm



DRAINAGE LEGEND

- EXISTING CONTOUR
- 7900 — EXISTING CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DP # — DESIGN POINT

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1 inch = 50 ft.

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JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

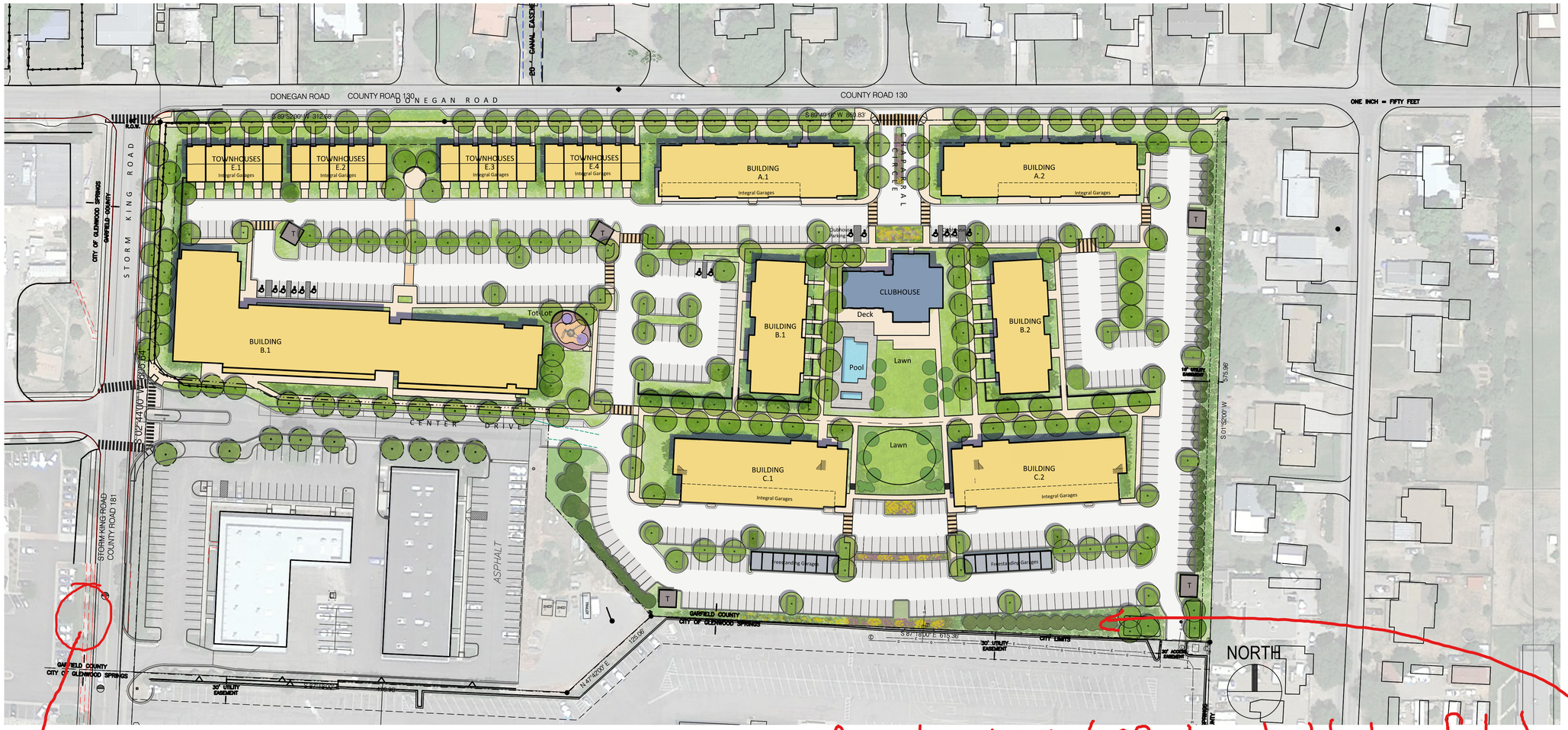
ANNEXATION & ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL ONSITE DRAINAGE PLAN

DRAWING NO.
C-4.1

G:\2020\30017\CIVIL\DWGS\DRAWINGS\30017-PDRG.DWG - Jan 26, 2021 - 1:01pm



1 ILLUSTRATIVE CONCEPT PLAN
1" = 60'-0"

what is the red?

Information: LSC/IRR plan should show faded back util/drain → Anticipate conflicts such as these tree plantings in detention/wq area

Legend

2 MASSING VIEW LOOKING SOUTH WEST
NTS

3 MASSING VIEW LOOKING NORTH EAST
NTS

NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
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p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
ILLUSTRATIVE CONCEPT PLAN AND SITE MASSING

A2.0

ANNEXATION AND ZONING SUBMISSION

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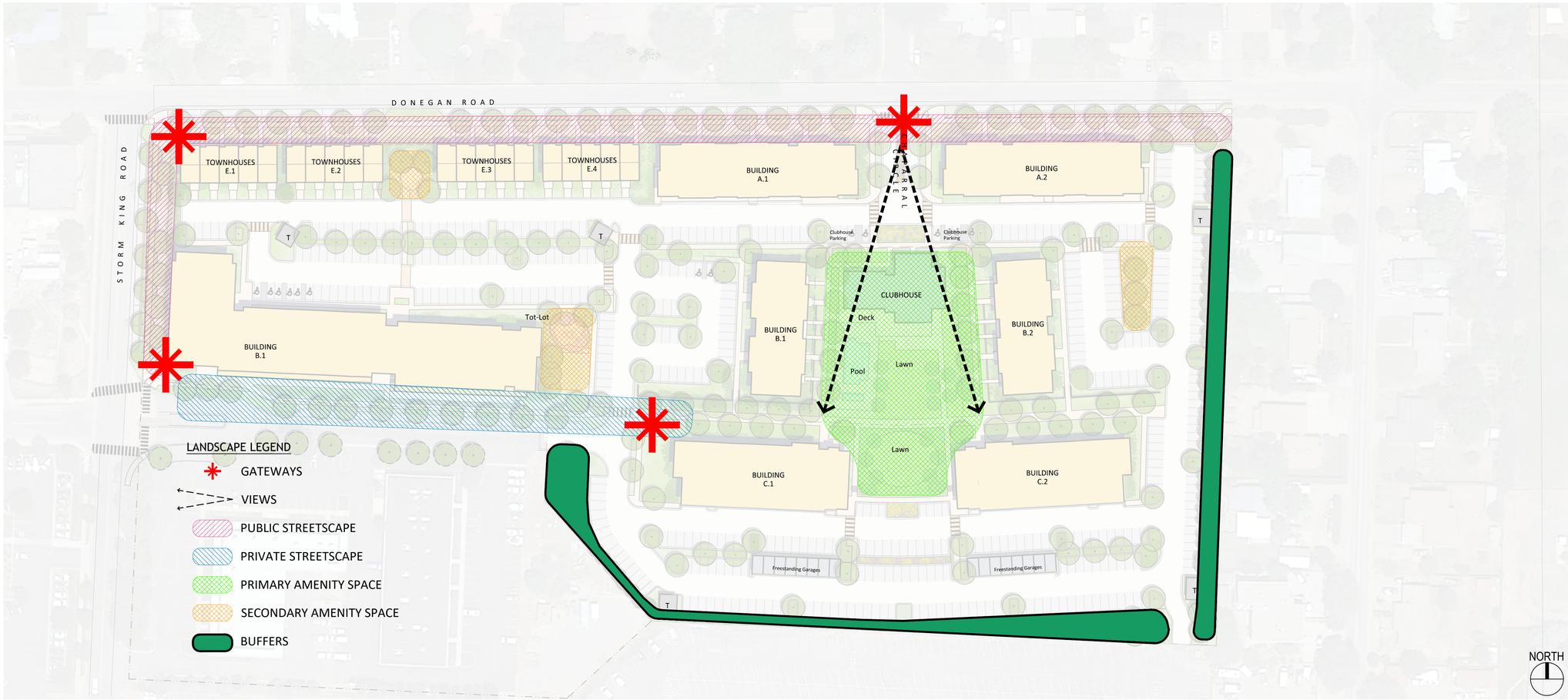
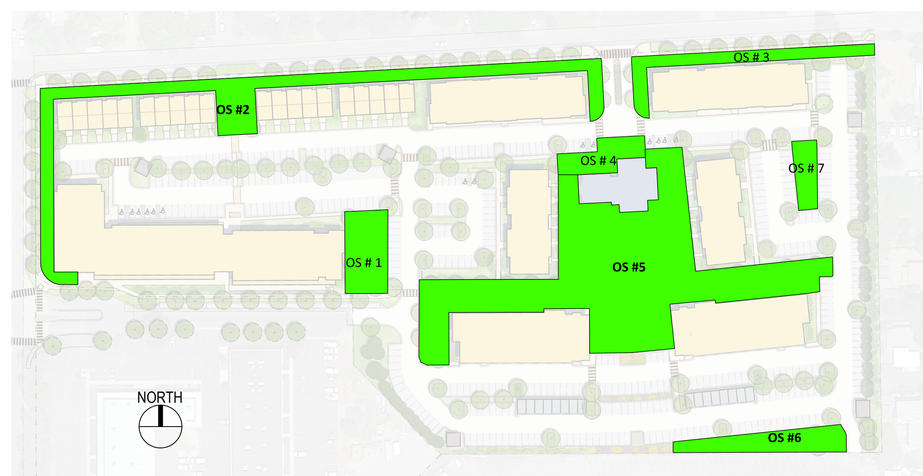


1 LANDSCAPE FRAMEWORK PLAN
1" = 60'-0"

COMMON OPEN SPACE

PROVIDED COMMON OPEN SPACE

Open Space #1	6,938.03 SF
Open Space #2	22,581.94 SF
Open Space #3	6,801.81 SF
Open Space #4	4,263.39 SF
Open Space #5	59,019.81 SF
Open Space #6	6,518.92 SF
Open Space #7	2,994.95 SF
Total	109,118.85 SF
	2.51 AC



2 OPEN SPACE PLAN
1" = 100'-0"

NOT FOR CONSTRUCTION

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING
INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
OPEN SPACE AND
LANDSCAPE FRAMEWORK PLAN

LA2.0

ANNEXATION AND ZONING SUBMISSION

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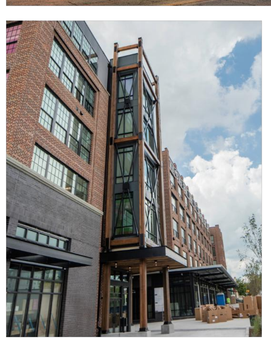
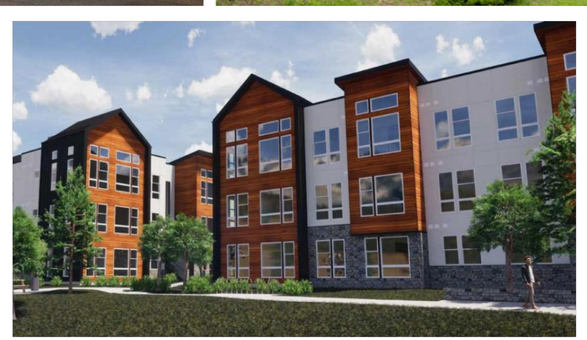
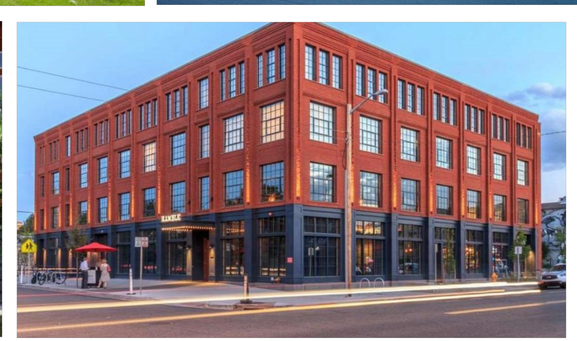
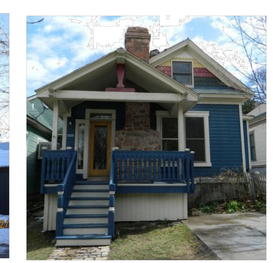
PRECEDENT

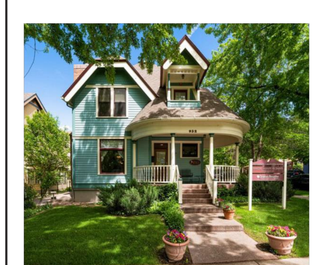






EXISTING PRECEDENT





NOT FOR CONSTRUCTION

APPLICANT
214 Center Drive, LLC
PO Box 9833 Cincinnati, OH 45209
p. 513. 479. 4396

ARCHITECTURE / PLANNING
Hord Coplan Macht, Inc.
1800 Wazee Street, Suite 450 Denver, CO 80202
p. 303. 222. 2151

CIVIL ENGINEER
Sopris Engineering, LLC.
502 Main Street Carbondale, CO 81623
p. 970. 704. 0311 f. 970. 704. 0313

LEGAL
Garfield & Hecht, P.C.
901 Grand Avenue Glenwood Springs, CO 81601
p. 970. 947. 1936

480 DONEGAN

GLENWOOD SPRINGS, COLORADO

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ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
ARCHITECTURAL PRECEDENT

A1.0

ANNEXATION AND ZONING SUBMISSION

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CONCEPT RENDERING - VIEW LOOKING SOUTHEAST FROM STORM KING RD. AND DONEGAN RD.

CONCEPT RENDERING - VIEW LOOKING NORTHEAST FROM CIRCLE DRIVE

CONCEPT RENDERING - VIEW LOOKING SOUTH FROM DONEGAN RD.

NOT FOR CONSTRUCTION

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480 DONEGAN

GLENWOOD SPRINGS, COLORADO

hord | coplan | macht

ARCHITECTURE

LANDSCAPE ARCHITECTURE

PLANNING

INTERIOR DESIGN

no.	date	revision

Project Name
480 DONEGAN

Project Number
22023.00

Date
01/26/2021

Scale
AS NOTED

Drawing
CONCEPT RENDERINGS

A2.0

ANNEXATION AND ZONING SUBMISSION

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Garfield County

Community Development Department

Trent L. Hyatt
Senior Planner
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

RE: REFERRAL COMMENTS

Trent, As per your request, below are Garfield County Community Development referral comments on R2 Partnership Annexation and Rezoning, Triumph Bell-Rippy and BLD Glenwood Meadows projects. Please do not hesitate to reach out to us if you have any questions or comments.

09-20 R2 Partnership Annexation and Rezoning (214 Center Drive, LLC)

- This application will need to be reviewed by Garfield County Road and Bridge Department for additional comments on impacts to County Roads. In addition to any comments generated by their review, Garfield County Community Development is very concerned with the introduction of significant traffic volume onto predominantly lower density residential areas. Donegan and Melray Road are not designed for the proposed traffic volume or impacts on pedestrians and cyclists. The additional traffic will have a negative impact on the character of the surrounding neighborhood. Consideration needs to be given to finding an alternative to a main entrance on Donegan Road (acknowledging that most traffic utilizing this access will also be using Mel Ray Road) along with providing safe pedestrian and bicycle infrastructure along all impacted roads to alleviate potential conflicts and provide for safe routes for those accessing Two Rivers Community School, Glenwood Middle School and transit services. Preserving a primary access through the mall property should be considered to coincide with any future mall development.
- Annexation should include or address Donegan Road and its status as being accepted into the City Street System.
- Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 – 5 units/acres) including the Western Hills Subdivision.
- Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.

108 Eighth Street, Suite 401
Glenwood Springs, Colorado 81601
(970) 945-8212

- Bike lanes need to be included on all affected roadways including off-site connections to existing bike and pedestrian trails/sidewalks/paths.
- The project appears to be under parked and in particular the live work component does not appear to have adequate off-street parking.
- Storm water drainage improvements warrant careful engineering including assurances for ongoing maintenance of detention facilities.
- There are currently no 4 story structures in the vicinity, because of the surrounding residential neighborhoods, consideration should be given to reduce the maximum height of buildings. Taller structures should be sited toward the mall side of the property away from Mel Ray Road.
- Expanding the affordable housing component should be considered as part of the annexation provisions/agreements.
- Expanding the diversity of use types to include more townhomes, duplexes, and small lot single family units (cluster homes) should be considered to address other affordable housing demand.
- Connections to schools and transit are an important consideration along with other multi-modal transportation elements including pedestrians and bikes.

50-20 TRIUMPH-BELL RIPPY

- No additional comments other than to note the issues with homeless encampments on adjoining properties continue to be a concern.

60-20 BLD (GLENWOOD MEADOWS LLC)

- Staff concurs with City Staff comments on traffic impacts, infrastructure/sanitation issues, development thresholds/entitlement, including the number of proposed units.
- Staff supports the inclusion of units that are truly attainable housing in the city.
- Impacts on adjacent open space trails need to be addressed including existing developer commitments to ongoing maintenance. Given the high number of units recently developed and now proposed at Glenwood Meadows, consideration should be given to requiring developer provided expansion/support to existing trail systems in the vicinity.
- Maintenance concerns related to storm water detention facilities above the site need to be addressed.

Thank you for your consideration of our comments.

Regards,

Sheryl L. Bower, AICP
Garfield County
Community Development Director

From:	Glenn Hartmann
To:	Trent Hyatt
Subject:	FW: City of Glenwood Springs Land Use Referral in West Glenwood
Date:	Tuesday, March 2, 2021 4:05:36 PM
Attachments:	image001.png

Wyatt's office phone number is 625-8601 and his email is wkeesbery@garfield-county.com I hope the additional comment is helpful. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

From: Wyatt Keesbery <wkeesbery@garfield-county.com>
Sent: Monday, March 1, 2021 8:46 AM
To: Glenn Hartmann <ghartmann@garfield-county.com>
Subject: RE: City of Glenwood Springs Land Use Referral in West Glenwood

Glenn,
If they are going to annex anything they need to annex ALL of West Glenwood . I don't want them to annex just portions, it is ALL or nothing.
Wyatt

From: Glenn Hartmann <ghartmann@garfield-county.com>
Sent: Monday, February 22, 2021 9:44 AM
To: Wyatt Keesbery <wkeesbery@garfield-county.com>
Subject: City of Glenwood Springs Land Use Referral in West Glenwood

Hi Wyatt: I've attached referrals from the City of Glenwood Springs for a project on Donegan Rd., just behind the Glenwood Springs Mall. I'm not sure if the city has already been in contact with you but it appears that there may be impacts on County Roads. If you have already dealt with this issue I apologize for the redundancy.

We did send referral comments to the city last week indicating that they need to contact you if they haven't already. I've included an excerpt from their email below with the link to the application and the Planner's contact information. Please give me or Sheryl a call if you have any questions.
Thanks. Glenn.

Glenn Hartmann
Principal Planner
970-945-1377 x1570
Ghartmann@garfield-county.com

Matthew Langhorst DPW
(970) 384-6438 (o)

CITY OF GLENWOOD SPRINGS PUBLIC WORKS

101 West 8th Street
Glenwood Springs, CO 81601

November 13, 2020
Updated 2-9-2021

General Comments as follows:

- All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.
- All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.
- There are no notes, contacts, or lot information on the cover sheet.
- Most of these sheets should be two sheets not one so that that information can be read at a reasonable scale.
- All services that are to be used for combined Fire/Domestic water must be designed and constructed to NFPA24 requirements and will be considered private.
- How will buildings be metered? One large meter or multiple smaller ones? Future designs should show riser room detail with proposed meter layout.
- Raw water irrigation. Need to see a formal proposal. What are the rights associated with the land? If raw water is intended to be used for irrigation domestic water will not be allowed for irrigation purposes to avoid a possible cross connection hazard.
- All publicly/privately owned water infrastructure must meet the requirements of the City's engineering standards.
- The city does not provide sanitary sewer for this project. West Glenwood is the provider.
- Public/Private Demarcation points will be all tie-in points for this project downstream of the valve.
- Will the parking along Donegan and Storm King Road be public parking and who will maintain that parking?

Plat Sheet:

- Easements shown on and adjacent to the lot 1 and 2 property should be labelled.
- Label all property lines with B&D's as normally would be on plat.
- Were rebar and caps located on the property boundary? These should be shown on the plat.
- Label all coordinate and datum information, point of beginning on the map and tie point to main corner.

Existing Conditions:

- Drain elevation and size on north side of Lot 1 labelled.
- There is at least one CMP crossing Donegan coming to this lot, review any crossings and label them for size and elevations.

- Show all underground utilities on the property. There are several gas and power items that have lines running to them, but no line work completed.

Utility Plan:

- We do not recommend waterlines to turn corners at 90-degree angles unless they have to at a tee connection.
- The overhead power along Donegan Road and the east property line will need to be undergrounded and connection vaults added for service feeds.
- Internal electrical line looping will need to be coordinated with GES and an easement dedicated for the primary line.
- 2 proposed tie-ins on south side of property behind mall is believed to be AC Pipe all tie-ins must be done with a tee "hot taps" will not be allowed
- There is an existing water stub on the south side of the property that ties directly to the 8" mall parking lot line. The City cannot verify if this is a 8" or 6" stub due to lack of information on the original plan set. Owners to verify size of stub. If the stub is an 8" it can be used for the development, if it is a 6" stub-out then it will need to be abandoned properly and a new stub installed to feed the property.
-

- Lots of water sanitary and storm crossings. Separation must meet City/CDPHE requirements profiles must be included in future designs. If separation can't be achieved sleeving or encasement will be required
- Engineering's comments are generally in conformance with Public Works.
- Owner will be responsible for cost associated with the electric line extension and or relocation through the ROW/property and all infrastructure for the new development.
- Owner will be responsible for all work involving new electric construction. Final service/transformer and line layout/site planning will need to be coordinated with the City of Glenwood Springs Electric Department.
- Overhead lines adjacent to the property will be undergrounded.

- The Electric estimated fee proposal will be paid in full prior to any work commencing. Any additions to the proposal will be due at time of completion of work or any saving will be refunded at time of completion of work.
- Developer to supply a Load Calculation form to the City of Glenwood Springs Electric Department.
- If the owner would like City broadband contractor to install a 2" electrical conduit adjacent to the main electrical run to be swept up at pedestal locations for Broadband installation. Fiber to be brought to builds at service locations shown on plans.

Thank you,

Matthew Langhorst
City of Glenwood Springs, Director of Public Works

Development Review Comments

Linda DuPriest, AICP

02/21/2021

09-20 R2; 480 Donegan

Following are questions/issues concerning the off-site improvement obligations, specifically the bicycle and pedestrian facilities:

1) Bike lanes on north and south side of Donegan, with parallel parking on the south side

- Door Zone bike lane - Placing a bike lane right next to parallel parking places bicyclists in the hazardous "door zone" and does not meet current best practices for bike facility design. This hazard can be mitigated if the bike lane is extra wide, or if a buffer is striped between the bicycle space and the car parking area.
- What width of bike lane has been scoped for this section of Donegan?
- In addition, a bike lane placed adjacent to parallel parking in this section is inconsistent with the bike lane along the rest of Donegan. There is no other spot along Donegan where bicyclists are positioned within a Door Zone.

Recommendation: The applicant should be required to hire a bicycle facility design specialist and also work closely with the City to make sure this new bike lane utilizes the current best practices in bicycle facility design to ensure the Door Zone issues are mitigated. Since designing it correctly could require additional roadway right-of-way, the City should require a stringent review process for the roadway scoping and design. If the Door Zone issues cannot be mitigated with the available right-of-way, and the parallel parking must remain, the bicycle facility along the south side of Donegan should be a shared-use path to accommodate both pedestrians and bicyclists instead of a bike lane plus sidewalk, and should be designed to connect seamlessly with the bike lanes at the west and east limits of the property.

2) Bike lanes on the east and west side of Storm King south of Center Drive

- Will these lanes continue all the way to Hwy 6?
- What is the planned width?
- Is parallel car parking currently allowed on either side of Storm King in this section?

Recommendation: Again, as above, it is critical to utilize current best practices in bike facility design, and the applicant should be required to hire a bike facility design specialist and work closely with the City on approval.

3) Widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking and a detached 6 ft sidewalk.

- If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing,

but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.

- This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.

Recommendation: As above, From the very beginning of the roadway scoping process, the applicant should be required to bring in a bicycle facility and network design specialist to resolve these issues.

Text from Annexation Agreement:

8. Off-Site Improvement Obligations. As an element of the City's approval of (i) the Petition, (ii) the PUD zoning application, and (iii) acceptance of this Agreement, the CDSG has agreed to design and, upon approval of the City Engineer, construct certain improvements to the surrounding street system, namely (a) installing a bike lane the north and south sides of Donegan Road for the length of the Property, (b) installing parallel parking and a detached 6-foot sidewalk on the south side of Donegan Road, (c) striping bike lanes on the east and west side of Storm King Road south of Center Drive, (d) widening the east side of Storm King Drive north of Center Drive to add a northbound bike lane, parallel parking, and a detached 6 foot wide sidewalk, and (e) improving said streets in connection with the foregoing work. The improvements described in this Section 8 shall be completed prior to or contemporaneously with the issuance of a final and permanent certificate of occupancy for the first building to be constructed within the PUD portion of the Property. Parkland dedication fees required in connection with development of the PUD portion of the Property shall be reduced by the total actual costs incurred by CDSG to install the improvements discussed in this Section 8.

From:	Jerry Law
To:	Trent Hyatt; wgssanitation@gmail.com
Cc:	Josh Hamel
Subject:	RE: Land Use Referrals (480 Donegan Rd)
Date:	Tuesday, March 16, 2021 11:01:20 PM
Attachments:	image002.png 480 Donegan PUD- Arch 2021-03-12, Sheet A2.0.pdf

Trent,
I have reviewed the plan set tonight and it doesn't appear that the WGSD will have any problems with our plant capacity in serving this PUD project. However, I will be talking to our superintendent, Josh Hamel to see if he has any major concerns that would change our answer.
We will be in touch with you, before this Friday with an official WGSD letter stating our position.

On a personal note, Architectural Sheet A2.0 (attached) is a view from my front lawn. Before my wife sees how tall the Townhomes are proposed, could you please explain how the City measures the building height maximum here of 30'?
The Grading Plan shows: a FG of 38'(Sth side); a FF1 of 38.2'; a FF2 of 50.2'(12' is odd, unless it's split-level); Donegan Road is 48.1'. It appears the only way they can stay under 38.2' + 30'= 68.2' is to have a flatter roof…or a split-level. Correct?

Thank you,

Jerry Law, P.E
President, WGSD Board

From:	wgssanitation@gmail.com
To:	Trent Hyatt
Cc:	"Josh Hamel"; "Jerry Law"
Subject:	RE: Land Use Referrals (480 Donegan Rd)
Date:	Tuesday, March 16, 2021 5:47:18 PM
Attachments:	image003.png 20200914 Minutes.PDF

Trent,

The developers and the engineer for this project did reach out to the District regarding their development in September 2020. Please see the attached 9/14/2020 Minutes.

It appears the District is waiting for more information from the developer/engineer before going forward with a Can & Will Serve Letter.

Please note that I have copied Josh Hamel (District Superintendent) and Jerry Law (President of the Board of Directors) on this email. Jerry and Josh, please scroll down to Item 2 of Trent's email.

Thank you,

Kelly Mullane, District Administrator
West Glenwood Springs Sanitation District
51 Riverine Rd.
Glenwood Springs, CO 81601
tel 970.618.5147
wgssanitation@gmail.com

digester next month as they've had a diffuser rail break off. They will be repairing and cleaning the digester at that time.

Gilstrap Lift Station. A new Barnes pump has been installed in the Gilstrap Lift Station. So far, it's been running great; no emergency calls or rags plugging up the system in the past three weeks. Josh purchased the pump from Munro for $5,697. The Board suggested he purchase another for a spare. Josh said he'd think about it. He'd like to get two new pumps for the Devereux Lift Station, but the flow through that station is fairly low so he will wait awhile on that.

Ponderosa Circle and Cedar Crest. Asphalt milling will begin this week, followed by paving later in the week or early next week for Ponderosa Circle. Josh thanked Jerry Law for taking the lead on this project by getting it organized and running. He continued that the Cedar Crest project should be 100% complete this week. There is a manhole at the bottom of the hill that Gould Construction is going to replace for the District (approximately $7,000) and the District will perform the abandonment work itself. Beth McCaffery, owner of 30 Cedar Crest Dr., has a manhole at the bottom of her property that has always been an issue for the District. Beth has a large tree by the manhole, which causes the manhole to become engulfed with roots. Staff frequently jets roots out of the manhole. Beth believes the jetting is causing her tree to wither and asked Josh if the District would pay her $400 to have her tree trimmed back. Josh and Pete took a couple hours of their time and trimmed Beth's tree for her since she has been a good customer.

5. GLENWOOD SPRINGS APARTMENTS

John Petaisto and Paul Schirmer attended the meeting via phone conference to discuss their conceptual plans for the Glenwood Springs Apartments project located on the 12½ acres behind the Glenwood Springs Mall. The property is owned by Floyd Diemoz. Paul informed the Board that they are in the early stages of designing. In the Spring, they had a density study done and started the annexation process with the City of Glenwood Springs. The project currently proposes 418 units (98 studio apts., 139 1-bedroom apts., 167 2-bedroom apts. and 14 3-bedroom apts.) and a common area with a swimming pool. This equates to approximately 33 units/acre. They have recently switched architectural firms and are now working with HCM Architects, out of Denver. This is the same architectural firm that designed Two Rivers Community School. HCM is presently reconfiguring some of the initial design. Paul continued that they plan to restart the annexation process with the City next month and to restart neighborhood meetings to receive feedback from interested parties. They are also moving forward with identifying infrastructure issues and other situations. John P. stated that they are looking for two items from the District now: 1) a Can & Will Serve Letter; and, 2) determining if the District's system can carry the capacity of the additional flow added by this project. The District should be able to carry the flow, but the Board felt more details on the project were needed. The District Rules & Regulations require 1 EQR per unit. The Board is aware that the City of Glenwood Springs calculates EQR values for multi-family units differently. Sopris Engineering will need provide flow information calculated on 1 EQR per unit. Jerry Law noted Storm King Rd. has a fair slope for lines. The plant is rated for 600,000 gpd. Per Josh, the average daily flow in 2019 was

263,000 gpd. However, there were a few days in June 2019 were the flow was as high as 400,000 gpd. Josh doesn't want flows from this project to trigger a plant expansion for the District. Sonny commented that the CDPHE looks at flows over several months, not days, so the District shouldn't be in the position of starting to plan for a plant expansion. Josh suggested the developers connect their private sewer service lines in several areas as opposed to just one. This would allow them to shut down part of the system if they had any issues. He recommended dividing the property in half by east and west. The eastern half could possibly be best routed to the District lines behind the Mall. It was noted that the Diemoz property already has a sewer line, but it is a private line belonging to Floyd Diemoz; not the District. Paul and John P. will need to contact Floyd to discuss if his private line should be inspected and accepted by the District. The District has an 8' line in Storm King Rd. and north of the Mall and a 12" line in Highway 6 & 24. Paul has not yet closed on this property. The Board thanked John P. and Paul for their time.

6. ATTORNEY'S REPORT

Attorney. Jim had nothing new to report.

7. ADMINISTRATOR'S REPORT

Health Insurance Renewal. Kelly informed the Board that it's Health Insurance renewal time. The deadline for renewals in Friday, 10/16/2020. The Medical PP06, which all employees are currently on, is increasing 5.5% ($32) per month. The Medical HD2800, which is one of the District's options but is not currently used by anyone, is increasing 3.5% ($17) per month. There an no increases for Dental and Vision plans. Even though rates are increasing, the CSD/CEBT Trustees approved a dividend that will be payable in February 2021. The amount will be based on the June 30, 2020, unrestricted surplus as determined by the annual independent financial audit and will be based on the June 20, 2020, enrollment figures

Accounts Payable. Kelly presented the current accounts payable to the Board. **Jerry Law moved to approve the accounts payable in the sum of $90,174.18 but to hold the CTL Thompson check until their engineer has replied back to the District regarding the hours on the invoice, the motion was seconded by Jerry Olp, and the motion to approve the accounts payable was unanimously approved by a vote of 4 to 0.**

8. OTHER BUSINESS

None.

There being no further business to come before the Board, the meeting was adjourned at 5:55 p.m.

	Reviewer	Comment Location	Note #	Comment	Responder	Response
2	ComDev	Plan C0.0	-	Please add PUD to the title.	SE	Added to Plan
3		Plan C0.0	-	Add survey to sheet index	SE	Added to Plan
4		Plan C0.0	1	Other #1: Add a prelim. geo hazard statement	SE	Added to Plan
5		Plan C0.0	2	#2: Add a FEMA statement	SE	Added to Plan
6		Plan C0.0	3	#3 add Public Facilities Statement	SE	Added to Plan
7		Plan C0.0	4	#4 Affordable housing deed restruction for full 30 years and not subject to market conversion; See also comment regarding complaince with affordable housing requirements being presented in Ordinance No. 1, Series 2021	480 Donegan	At this time Applicant intends to proceed with the affordable housing proposal set forth in the draft annexation agreement
8		Plan C0.0	5	#5 Parkland Dedication should not be offset by bike and pedestrian improvements in County ROW along property frontage	480 Donegan	See changes made to Annexation Agreement
9		Plan C0.0	6	#6 System Improvement Fee and EQRs	480 Donegan	See changes made to Annexation Agreement
10		Plan C1.1	1	Label % of total Site on all areas in summary	SE w/HCM	% of total areas are included in summary.
11		Plan C1.2	1	I am concerned regarding the management/control of onstreet parking for use by the project in this area due to proximity to the school. Has any progress been made with the school in terms of shared parking during the daytime hours. I would think the traffic analysis would need to address the feasibility of this option.	480 Donegan	The Applicant added to available parking spaces, residential guest parking generally does not conflict with the school use. Residential and guest parking will be privately managed. On-street parking will be monitored between Monday to Friday during the school day to prevent residential and guest parking from using public streets.
12		Plan C1.2	2	Applicant should consider off site bike/ped improvements to connect proposed infrastructure to the existing City network approximately 630 feet to the east.	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.0 and C3.1
13		Plan C1.2	3	Please call out the acutal areas you believe is available for snow storage	SE	Area is noted on plan. The snow storage will be detailed for Major Site Plan
14		Plan C1.2	4	I would add a note regarding future connectivity to redevelopment if/when applicable and add ped connections to this location	SE	A future connectivity note and draft sidewalk connectivity has been added to plan.
15		Plan C1.2	5	Is public use of the bar/resturant anticipated in the traffic report? Please Clarify	KH	The resturant is included in the updated traffic report.
16		Plan C1.2	6	Please clarify if this is clubhouse space. You may be able to to argue that there is not a need for separate parking for said use since it is a neighborhood amenity not open to public	HCM	The Office and Amenity space is intended for the residential community only. Applicant revised parking requirements to exclude these uses, see Sheet C1.2.
17		Plan C1.2	7	Should this indicate 72 guest spaces for the number of units? Please clarify and/or revise total required as is needed.	HCM	The The Glenwood Springs Municipal Code does not require guest parking for Live/Work units, see Table 030.1: Table of Allowed Uses. The Applicant applied guest parking to townhouse and multifamily uses per Table 030.1: Table of Allowed Uses.
18		Plan C1.2	8	We may need to better understand the traffic expectations for this use.	HCM	The Applicant applied the required parking ratio per The Glenwood Springs Municipal Code to the Live-Work uses. The impact of Live-work units on traffic is included in the updated traffic report.
19		Plan C1.2	9	Please clarify how building height is measured. Code standard is midpoint of pitched roof to the adjacent grade. I think it may be beneficial to call out height maximums for street frontages and would recommend lower height for Storm King and Donegon Roads. I think you will receive push back on the proposed maximum which exceeds every zone district in the Code other than M2 which allow 60 feet by special review.	HCM	The Applicant added a note to define how building height is measured. The Applicant revised the Maximum Building Height Table, on Sheet C1.2 to address building height for each building, with particular attention to buildng height along Donegan Road.
20		Plan C1.2	10	What else is included in this number other than the clubhouse and restaurant?	HCM	The maximum gross non-residential floor area provides space for the clubhouse, including residential amenity, support space and storage and restaurant. The non-residential floor area will be refined prior to Major Site / Architectural Plan Submission.

21		Plan C1.2	11	Are all commercial uses listed here and below aniticipated as being allowed in the live/work units or do you anticipate them someplace else?	HCM	The Applicant provided a note to describe acceptable non-residential uses that may occur within a live-work unit, see Sheet C1.2.
22		Plan C1.2	12	Residential districts generally require 20%. Please clarify.	HCM	The Applicant revised note to require 20% of development site area for landscaped areas.
23		Plan C3.0	1	Show parking on east side of Storm King	SE	Review updated sections on C3.0
24		Plan C3.0	2	Show representative landscaping on sections	SE w/HCM	The Applicant will revise sections to include landscape elements.
25		Plan C3.0	3	Bike lane on Center Drive?	480 Donegan	The Applicant will not provide bike lanes on Center Drive to preserve existing trees. The private street speed limits will be low and sections will be designed for low speeds considering pedestrian and bicycle safety.
26		PLAN LA1.0	1	While a full landscaping plan is not required, I recommend adding a representative chart identifying the total amount of landscape and hardscape areas expressed in square feet and as a percentage of the total lot area. For parking areas, note square footage of landscaped area and as a percentage of the parking area; include total number of required and provided trees, shrubs, and perennials per the Code.	HCM	The Applicant provided a chart to identify the quantity of landscape areas required per Article 070.040 . The calculations are shown on Sheet LA3.0. This information will be refined with more detail at the time of Major Site/Architectural Plan submission.
27		PLAN LA1.0	2	I would add cross section views which depict mature representations of the various landscaping buffer areas	HCM	The Applicant provided typical sections to describe landscape buffers, see Sheet LA 4.0.
28		Plan A1.0	1	These residential photos are not representative of west Glenwood.	HCM	The Applicant revised and expanded the precedent images to address local conditions, see Sheet A1.0 and design vision, see Sheet A1.1.
29		Plan A1.0	2	Please call out which proposed building each of these pics are representative of.	HCM	On Sheet A1.1 the Applicant categorized precedent images to relate to proposed building types.
30		Plan A2.0	1	I am slightly concerned with the limited number of perspective drawings/renderings provided. I understand the issues with providing elevations for each and every building at this stage but worry the Planning and Zoning Commission and City Council will desire to incorporate more design restrictions and understanding in the PUD. Minimally, I would provide additional concept/perspective renderings (i.e. looking southwest from the northeast corner of the property/Donegan Road, east view from Storm King Road, north view from the mall site, west view from the existing homes along Mel Ray Road. It would be great to see a typical elevation (one site possibly) that explains materials proposed for each building.	HCM	The Applicant enlarged the views and provided an additional perspective view to help explain the architectural character. The Applicant identified materials on illustrations, see Sheets A2.0- A2.3. Architectural elevations will be developed at the time of Major Site/Architectural Plan submission.
31			2	For any design standards not addressed, I would make a statement as to whether or not the intent is to meet the multi-family residential design standards of the Code.		The Applicant intends to meet the multi-family residential design standards of The Glenwood Springs Municipal Code Article 070.040.080 Residential Site and Building Design, if criteria was not modified by PUD standards listed on Sheet C1.2.
32		Plan A2.0	3	Revise typo of Center Drive	HCM	The Applicant corrected typo.
33		Email	4	Applicant should consider installing improvements to Mel Ray Road to accomodate bicycles and pedestrians in some form or fashion, understanding that the existing right-of-way width will affect what improvements can be done	480 Donegan	Applicant is willing to discuss this concept but will need to further evaluate existing conditions and feasibility of proposed improvements
34	**Eng.**	Letter-GC	1	Written Response required	SE	The applicant has revised plans and responds to comments here.
35		L-GC	2	Agreement for emergency access?	SE	The easment that grants ingress and egress over the Mall property to the owner, occupants, and users of the subject property was reserved in the warranty deed recorded at Reception No. 308914. The easement is also shown on the Mall subdivision plat recorded at Reception No. 336102.
36		L-Traffic		2. Justify ITE used, public restaurant trips?	Kimley Horn (KH)	ITE 10th Edition info provided to City. Trip Generation Added for Restaurant.
37				3. Figure 8 - External Trip Distr.	KH	Distribution Explained to City Staff.
38				4. Figure 9 Daily Traffic Volumes	KH	Additional Daily Traffic Volume Projections Added to the Figure.
39				(Annex comments not addressed)		All comments are addressed here and changes are reflected on the plan.

40				5. Growth Rate seem low	KH	Updated with new counts conducted.
41				6. Ped counts seem low	KH	Updated with new counts conducted.
42				7. Justify direction Distribution	KH	Distribution Explained to City staff.
43				8. Counts 08/26 before school opening	KH	Updated with new counts conducted.
44				9. PM Peak hour coincide w/ 2 Rivers school	KH	New counts conducted from 2 pm to 6 pm for school traffic adjacent to school.
45				10. Why does SH6 & Storm King LOS improve?	KH	Explained, City was comparing 2022 total (with project) to 2040 background (without project).
46		L-Plan		11. See attached Plan comments	SE/HCM	The applicant has revised plans and responds to comments here.
47				12. Sidewalk & Bike Improv extend to Mel Ray	SE	Proposed Bike/Pedestrian Improvements extend to Soccer Field Road as shown on C3.1
48				13. Improv Ped xings, have directional ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
49				14. Compliance w/ Municipal & Eng Standards	SE	The applicant did not find a checklist for Rezone & Annex. The concept plans show the general scope intent sufficient for this application
50				14a. Legends match plans	SE	Legends have been updated and will continue to be refined as the design progresses.
51				14b. Utility conflicts	SE	Will detail for Major Site Plan
52				14c. Show proposed easements	SE	Will detail for Major Site Plan
53		L-Gen Req.		15-17 At time of Devel Plan Subm…	SE	Will detail for Major Site Plan
54				18-23 At time of CD subm	SE	Will detail for CDs
55				24-25 Before Construction	SE	Requirements noted
56				26-27 Permit Closeout & CO	SE	Requirements noted
57		Plan C0.0		Add Ex. Demo plan	SE	The Improvement Survey Plat (ISP) has been added to the plan set. The site has limited demolition. This will be detailed for major site plan.
58		Plan C1.1		Benchmark, Basis of Bearing, Label POB	SE	These items are included on the ISP and the conceptual plat, and don't need to be duplicated here.
59		Plan C1.2	1	Prefer Directional Ramps	SE	The updated plans show concept ramp and crossing improvements, which will be further detailed for major site plan.
60			2	Show County line on Storm King	SE	County line added consistent with Annexation map location at SW corner of site.
61			3	X' Proposed Access esmt	SE	Note added to plan
62			4	4.00' (Label bike lanes on dims)	SE	Label added to plan
63			5	Only label 24' drive lanes	SE	Label added to plan
64			6	Live Work Parking rate less than Townhouse	HCM	1 Space per Dwelling, Live-work is per code, seeTable 030.1 Table of Allowed Uses
65			7	Staff Qs: Trash allowed in setback?	COGS - Trent?	The applicant requests staff confirmation. The trash location will be moved if needed and detailed on the Major Site Plan.
66			8	Staff Qs: Easement for SW public access	COGS - Trent?	The applicant requests staff confirmation.
67		Plan C1.3	1	Fix text conflicts	SE	Text conflicts fixed.
68			2	Label point of beginning (POB)	SE	Benchmark, Basis of Bearing, Label POB are labeled on this sheet.
69			3	Add Legend	SE	Legend has been added
70		Plan C2.0	1	Don't show setback on Util Plans	SE	Setback was removed from plan
71			2	Electric should be red	SE	Revised on plan
72			3	Where is Gas	SE	Hatch conflict removed from plan.
73			4	Easement redlines	SE	Will detail for Major Site Plan
74			5	Consider relocate handicap parking with sewer manhole	SE	Will evaluate and revise for Major Site Plan
75			6	Sewer conflict note	SE	Sewer service moved to eliminate conflict.
76			7	A SUE or exclusion letter will be needed	SE	The applicant will provide this for Major Site Plan
77			8	Reword Shallow utility work responsibility note	SE	Note revised to clairify shallow utility service line work is the responsibility of the contractor.
78			9	Information only: IRR, Storm San, all must maintain separation from Water	SE	Noted, will detail for Major Site Plan
79		Plan C3.0	1	Gen comment: curb cuts instead of inlets	SE	Will evaluate / detail for Major Site Plan

80			2	Show parking on east side of Storm King	SE	The cross section has been corrected on C3.0
81			3	Why show Storm king s/ of Center	SE	Section is to show existing condition and the lane striping for bike lanes. Note added, 'FOR LANE STRIPING UPDATES'.
82			4	Donegan extend Asphalt Hatch west	SE	Proposed asphalt extended west, final extents will be determined for Major Site Plan.
83			5	Survey Shows CMP/PVC	SE	EX CMP/PVC are existing irrigation lines. Note added to plan.
84			6	W. Barracuda conflict w/ Sidewalk	SE	Will detail for Major Site Plan
85			7	Recommend concrete valley pan	SE	Will detail for Major Site Plan
86			8	Is this a drain?	SE	Noted on plan
87			9	What do these area drains catch?	SE	Will detail for Major Site Plan
88			10	Retaining wall / curb	SE	Will detail for Major Site Plan
89			11	Don't show setback on Grading Plans	SE	Setback was removed from plan
90			12	Show ex. Storm in legend	SE	Added to legend
91		Plan C4.1	1	Show proposed contours	SE	Concept contours were added to plan.
92		Plan A2.0	1	Add Legend	HCM	The Applicant provided a legend for open space framework plan.
93		Plan A2.0	2	What are the red lines	HCM	The Applicant removed extraneous lines from illustrative concept plan.
94		Plan A2.0	3	Show utility lines, coordinate w/ tree plantings	HCM	The Applicant will refine landscape planting location with revised utilities at the time of Major Site/Architectural Plan review.
95	GarCO	1 in part	1	Review with Road & Bridge on impact to County Rds	SE	The applicant met with Wyatt at County Road and Bridge on 03/04. Wyatt reviewed and provided comments on this application to Sheryl.
96			2	Significant added traffic on lower density res. Areas	SE	The traffic is added to existing collector roads which provide direct access to State Highway 6.
97			3	Donegan & Mel Ray not designed for proposed traffic	SE	The traffic study demonstrate good levels of service on the road network surrounding the site.
98			4	Remove main entrance on Donegan	SE	The traffic study demonstrates good levels of service for this entrance.
99			5	Provide safe ped and bike infrastructure	SE	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
100			6	Design for future primary access through Mall	SE	The design allows for a future access through the Mall. The current plan can only be designed for the current condition.
101		2		Annex should include Donegan Road	SE	The applicant will comply with annexation conditions as directed by the City.
102		3		Density of the proposed development (29 units/acre) is very inconsistent with surrounding single family residential areas (4 - 5 units/acres) including the Western Hills Subdivision.Density much higher than adjacent	HCM & 480 Donegan	The Glenwood Springs Comprehensive Plan, revised 2014, identifies this property for mixed-use development (see Map 2.1 Future Land Use-North Portion of City, page 21 of Comprehensive Plan). The description of Mixed-use includes multi-family (see page 29 of Comprehensive Plan). The Applicant's plan through design provides a transition between existing single-family and existing commercial uses on the mall site. Proposed two-story buildings are placed adjacent to existing single-family and taller multi-family adjacent to the mall site. The proposal provides a horizontal mix of land uses across properties between Donegan Road and Route 133.
103		4		Refinements to the site plan to include townhouse lower density (two story) uses along the entire northern frontage on Donegan Rd. should be considered to create a transition in density to the adjoining single family residential and mitigate impacts of the new development on the streetscape, view planes, and adjoining neighborhoods.	HCM & 480 Donegan	The Applicant is providing two-story walk-up apartments and townhouses to match the scale and height of proposed townhouses along Donegan Road. These buildings provide height and scale transitions to the adjoining neighborhood.
104		5		Include bike lanes on all roads, extending offsite	480 Donegan	Pedestrian and Bike improvements are proposed on the streets adjacent to the property and extending east on Donegan.
105		6		Under parked, especially live work	HCM	The Applicant is providing parking to meet the off-street parking requirements of the The Glenwood Springs Municipal Code, see Table 030.1: Table of Allowed Uses.
106		7		Storm water careful engineering w/ detailed Maint.	SE	Will detail for Major Site Plan
107		8		No 4 story in vicinity, should reduce, located to south	HCM	The Applicant is proposing two-story buildings along Donegan Road, uphill and adjacent to existing residents. Taller buildings are located downhill and closer to the mall to reduce visual impact to adjacent residents. See Sheet C2.1 for details regarding maximum building heights per building type.
108		9		Expand affordable housing	HCM & 480 Donegan	The Applicant is voluntarily providing 10% affordable housing.

109		10		More res. Diversity	HCM & 480 Donegan	The Applicant increased the diversity from initial plan submitted October 16, 2020 to include townhouses, live-work as well as a variety of multifamily building types.
110		11		Expand on school & transit connections	480 Donegan	The proposed pedestrian and bike improvements improve the connections to school and transit. The improvements provide a safe, separated pedestrian area along Donegan Road, which currently does not exist.
111	**Pub Works**	**The applicant has reviewed and takes no exception to the comments provided. Response to comments that should be addressed now are listed here. Additional design and coordination will occur for MSP.**				
112		Gen-1		All internal streets, waterlines, irrigation, electric services, and storm sewer are private. City will maintain ownership of main line electric and fire hydrants; easements will need to be granted for access to the lines and around the lines and hydrants as noted.	SE	Noted, this will be detailed for Major Site Plan
113		Gen-2		All Fire hydrants must have a 15' easement centered around the hydrant and a utility easement centered on leads and valves. City will require an access easement to the hydrant locations. City will own and maintain all fire hydrants, leads and valves.	SE	Noted, this will be detailed for Major Site Plan
114		Gen-3		No notes, contact, lot info on cover sheet	SE	Notes added, other information provided on following sheets
115		Gen-11		Donegan & Storm King parking public, who maintains?	480 Donegan	The City will maintain the parking and bike route.
116		Plat-12		Label all easements	SE	Easements are labeled, further detail will be provided for Major Site Plan
117		Plat-13		Label all property lines	SE	Property line labels added
118		Plat-14		Label monument corners on Plat	SE	Monuments have been added.
119		Plat-15		Label coordinate, datum, point of beg., tie	SE	Information added to the plat sheet
120		Ex-16		Label drain on N. side of Lot 1	SE	Labeled on ISP and noted on Civil utility and grading sheets
121		Ex-17		Label CMP crossing Donegan	SE	Labeled on ISP and noted on Civil utility and grading sheets
122		Ex-18		Show all ex utilities, gas & power?	SE	The improvement survey plat (ISP) included extensive locates. This will be checked during the SUE process for Major Site Plan
123		Util-19		No 90's on Waterlines	SE	Will detail for Major Site Plan
124		Util-22		Mall water main AC Pipe? Tee connection not hot tap	SE	Noted on plan, detail for MSP
125		Util-23		Only ex 8" stubs can be used for main lines	SE	Noted
126		Util-26		Generally agree w/ Eng. Comments	SE	Noted
127		Util-30		Fee for Electric proposal paid in full before work	SE	Noted, for information only for this application
128		Util-32		City Fiber available, add 2" conduit to building service	SE	Noted on plan, detail for MSP
129	Trans	1 in part		Door zone concern, wider lane?	480 Donegan	A two foot wide striped zone has been added to the proposed street section. Refer to sections on C3.0
130				Width of bike lane	SE	A four foot wide bike lane is maintained through all offsite street sections, with an additional two foot wide 'door zone' striped zone where parallel parking is proposed.
131				Bike lanes in vicinity don't have parallel parking	SE	Noted, extra width for a 'door zone' has been provided.
132				Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.
133				Extra bike lane width may require ROW, extra close review by City	480 Donegan	Easements are proposed for any sidewalk improvements onsite. No revisions to ROW are proposed.
134				If not possible shared bike/ped trail on south side	480 Donegan	The applicant studied this option but this provides crossing concerns at intersections, requires westbound bikes cross traffic at two locations, and also introduces close bike/pedestrian interaction. Maintaining bike lanes consistent with the existing street is a better solution.
135		2 in part		Can bike lanes continue all the way to 6?	SE	It appears bike lane striping could be added south of the site. This item requires City staff direction.
136				What is the planned width of bike lanes	SE	4 foot wide as dimensioned on plan and in section on C3.0
137				Parallel car parking exist on Storm King?	SE	No parking exists on Storm King. The proposed parking lines up with the change to residential
138				Required to hire bike facility design specialist	480 Donegan	The applicant has revised the proposed section after discussion with the Traffic Engineer. Further coordination with City Staff will occur for Major Site Plan.

139		3 in part		If the road is going to be widened anyway, why is a bike facility being included only on the east side? It is inconsistent, and against best practices of bicycle network design to provide bike facilities along these two key roads, which will include multifamily housing, but leave it out in just one section on one side of the road. All options should be explored, including participation from the City, to resolve this network inconsistency.	480 Donegan	Further discussion with the City is required on this item. Impacts to existing uses requires discussion with Two Rivers School to determine if adding a bike lane on the west side of the road is possible.
140				This section will present the same Door Zone problem as #1 above, by placing a bike lane adjacent to parallel parking. The same stringent design process must be applied to this situation as above by bringing on a bicycle design specialist trained in Door Zone issues.	480 Donegan	Further disussion is required as noted in the comment above.

January 26, 2021

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RE: 480 Donegan, Glenwood Springs, CO – Annexation & Zoning Submission
SE Job # 30017

Paul,

Sopris Engineering, LLC (SE) has prepared the following Engineering Letter for the Annexation & Zoning Submission for the proposed 480 Donegan Subdivision (site) in Glenwood Springs, CO.

The subject property is located directly north of the West Glenwood Mall, north of State Highway 6, east of Storm King Road, south of Donegan Road, and west of the residential units along the west side of Mel Ray Road. The current parcel area is approximately 15.82 acres which will be subdivided into two Lots. Lot 1 is the 3.53 acre developed site in the southwest corner, which has two office buildings and associated parking. Lot 2 is the remaining 12.29 acre parcel which is currently undeveloped open pasture land.

The existing office building development on Lot 1 will remain unchanged with this development. The proposed Lot 2 will be a 360 unit multi-family residential project with a club house. The proposed improvements are shown on the civil plans included with this application.

Existing Conditions

SE has prepared an Improvement Survey Plat (ISP) of the subject property which is included in the application. For the ISP, SE researched the referenced Title Commitment to show easements on and off site that benefit or encumber this property.

Note the existing access easement shown on the mall property as it benefits this property. Refer to the access section below for more information on the mall access.

Note also that a recorded easement document for the existing utilities along the east property line was not found. This easement will be included on the Major Site Plan during the development approval process.

Access

The site has two existing access to Storm King Road which will be maintained. Lot 1 has an existing access at the south west corner of the site. No improvements are proposed to this access. Lot 1 and Lot 2 will share the Center Drive access to Storm King Road, which is the existing street on the north side of Lot 1. In coordination with Lot 1, the island at the Center Drive intersection will be lengthened to the east and the first parking intersection on the south side will be modified to allow for right in turning movements only. This change will improve the traffic flow on Lot 1 and at the Center Drive intersection with Storm King Road.

Lot 2 has a second primary access connection to Donegan Road across from Chaparral Circle.

Note that Storm King Road and Donegan Road are in the County, not in the City Limits. The current Annexation plan does not annex these roads. Further discussion will need to occur with the County to determine if Storm King and Donegan along the project frontage will be annexed or not. As currently proposed, an updated driveway permit will be required for Center Drive, and a new driveway permit for the Lot 2 access at Chapparal will be obtained.

In addition to the primary access locations, an emergency and pedestrian access to the south to the mall is proposed at the SE corner of Lot 2. This development is only proposing pedestrian and emergency access because a street section does not exist on the mall property within the described easement location, and because traffic from the site is served by the primary access locations. Pedestrian access is provided within the existing access easement to the transit stop on State Highway 6 (near the southeast corner of the mall property).

Kimley Horn has prepared a traffic study for the proposed development. The study has identified that a CDOT Access Permit will be necessary at the north leg of the I-70 roundabout interchange known as the Mel Ray Road and Highway 6 intersection. No improvements are necessary at the two primary CDOT intersections adjacent to the site. Refer to the traffic study for more information. It is our understanding that the Mel Ray Road right-of-way at Highway 6 is owned and maintained by Garfield County. SE will coordinate a CDOT access permit submittal with Garfield County and the City of Glenwood Springs during the development approval process.

Emergency Access

The site will have good emergency access from Storm King Road, Donegan Road, and from the mall at the SE corner of Lot 2. The internal streets and parking access aisles have been designed to provide access to all fire trucks and other emergency vehicles. SE will coordinate with the Glenwood Springs Fire District during the Major Site Plan approval process to discuss access, staging, and fire protection hydrant and connection requirements.

Offsite Street Improvements

During the preliminary review and coordination with the City, bike lane and pedestrian connectivity comments were received. The following offsite street improvements are proposed;

Donegan Road: Bike lanes will be added in both directions. Parallel parking and a detached 6 foot wide sidewalk are proposed on the south side of the road. Crosswalk and handicap ramps will be added at each intersection on the south side of the road.

Storm King Road, south of Center Drive: The existing street width provides for two vehicle lanes plus bike lanes. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road along the length of the 480 Donegan site frontage.

Storm King Road, north of Center Drive: The existing street section includes parallel parking on the west side that is used by the Two Rivers school for bus parking. The street section will be widened on the east side to include a north bound bike lane, parallel parking, and a detached 6 foot wide sidewalk. Note that a southbound bike lane is not proposed at this time as this would require replacement of the west curb and gutter. The street slope in this section is 5-6% down to the south. With the moderate slope down, bikes and cars can share the lane down to Center Drive. The speed of the bikes will be comparable to the vehicles, and this provides an acceptable solution until the west side of the street is redeveloped. The street will be striped to delineate the lanes. Crosswalk and handicap ramps will be added at each intersection on the east side of the road.

Parking

Refer to the conceptual PUD plans sheet C1.1 and C1.2 for concept parking layout and breakdown by type. Lot 1 has a total of 112 parking spaces with 4 handicap parking spaces. Lot 2 parking is summarized on Sheet C1.2 and will be further detailed for Major Site Plan.

Grading & Drainage

The grading and drainage concept will comply with the City of Glenwood Springs code requirements. The proposed onsite street and parking improvements will be treated for water quality. The increased storm water runoff will be detained to the pre-development existing rate, or the existing storm sewer capacity will be calculated and will not be exceeded. Offsite runoff which flows onsite will be routed through the site. SE will prepare a detailed grading and drainage plan and report for the Major Site Plan submittal. The concept grading and drainage plans are included in the concept site plan set.

The drainage criteria for the City of Glenwood Springs are detailed in Chapter 4 of the Engineering standards. In summary, development is required to provide for water quality treatment, and development shall '*detain for the minor and major storm event up to the point that the stormwater system downstream can accommodate*'.

Offsite:

SE has walked the drainage areas above and below Lot 2, researched storm water as-builts and reviewed old drainage reports. From this research we have prepared a preliminary drainage model in order to understand drainage impacts and to approximate the storm water infrastructure necessary. As described below, the majority of the offsite storm water runoff flows around Lot 2 in Storm King Road and Mel Ray Road. The small drainage basin directly north of Lot 2 will be routed through Lot 2. Offsite drainage is shown on Sheets C4.0.

The drainage basins above Lot 2 are complicated by the existing streets and residential development. Prior to development, the drainage basins followed the natural topography. With development, the storm water runoff flows around structures down to the streets. Each street has a local high point. The storm water runoff flows east and west in drainage channels and in the curb & gutter. There is evidence of reactionary drainage infrastructure including low berms and walls on the downstream side of the street. These apparently have responded to flood events to divert flow around individual properties. The majority of storm water above Lot 2 ends up in the streets which generally direct storm water east and west.

West of Lot 2 and north of Donegan Road, storm water runoff flows down to Donegan Road and then is carried east in the street curb section to the intersection with Storm King Road. If the curb does not have capacity, the storm water will overtop and flow south through residential properties and the Two Rivers Community School. The offsite storm water runoff from this point will flow down Storm King Road following existing patterns. Storm water from this part of the offsite basin doesn't enter the subject site.

East of Lot 2 and north of Donegan Road, storm water flows down to the Donegan Road and Mel Ray Road intersection which is east of Lot 2. A large offsite basin extends to the north, northeast up to an elevation of 9,200+/-. With the existing residential development, the exact storm water runoff pattern is not readily discernible. Storm water runoff from this basin does appear to concentrate at Mel Ray Road. During larger storm events some storm water runoff may reach the east end of Lot 2. With development Lot 2 will accommodate storm water runoff along the east end. This matches the existing condition.

Directly north of Lot 2, the offsite storm water is limited to the runoff from the residential lots directly adjacent to Donegan Road or the residential lots above that. As noted above, the streets above Lot 2 consistently direct runoff east and west. Runoff that hits Donegan Road generally appears to stage up to the crown of Donegan Road and sheet flow south on to the subject site. Donegan Road has local high and low points with very flat grades east and west.

The existing office buildings on Lot 1 in the Southwest corner of the overall site are modeled as offsite drainage. Storm water runoff is directed to curb inlets and storm sewer pipe which flows to the south to connect to existing storm sewer infrastructure on the north side of the mall.

South of the site, SE has reviewed drainage as-builts provided by the developer of the Lot 1 office buildings. The as-builts detail the storm sewer infrastructure on Lot 1 and on the north side of the mall. Two 24" storm sewer pipes were extended to service the subject property, in accordance with an agreement with the mall property to allow the development on Lot 1 and Lot 2 to connect to the storm drain system.

On the mall property, roof runoff and parking lot runoff is directed to curb inlets and storm sewer pipes which increase in size as runoff flows to the west. The storm sewer turns south in a manhole adjacent to Storm King Road and flows in a 42" pipe (per the as-builts) to the northeast corner of the intersection Storm King Road and Highway 6. The storm sewer pipe then turns to the west under Highway 6 and tees into the 72" Mitchell Creek culvert approximately 20' downstream of the 72" upstream pipe inlet. SE has confirmed the alignment of the storm sewer in the field and also confirmed pipe sizes where possible.

Onsite Existing:

The existing site generally slopes down from north to south at moderate slopes. Two concrete storm sewer inlets extend to Lot 2; one at the west central portion of Lot 2 north of the existing office building development, and the second at the east central portion on the south side of Lot 2. The existing site appears to be in good condition with no evidence of flooding or erosion.

Developed Site:

Storm water runoff will be routed on the surface via sheet flow and in drainage swales, and then will be routed in storm sewer pipes to underground detention systems. The storm water runoff will be detained to bleed off to the existing storm sewer at the pre-development rate or the existing storm sewer capacity will be calculated and will not be exceeded. The drainage system will meet the requirements of the Engineering Standards.

Lot 2 will provide water quality treatment for the street and parking improvements. Roof runoff and storm water runoff from landscape and park areas are not contaminated by hydrocarbons and will have separate storm sewer pipes that bypass the water quality treatment to flow direct to the detention system.

Water Quality treatment may include a variety of treatment options. Rain gardens and treatment swales will be used if possible. Treatment may implement water quality treatment manholes, similar to ADS Barracuda manholes, which are described as vortex hydrodynamic separators. The Barracuda manholes are designed to remove at least 80 percent of Total Suspended Solids (TSS) while capable of carrying 100 percent of the design peak flow. Water quality treatment may also utilize sand treatment vaults.

As described above, offsite storm water runoff from Donegan Road and the residential area directly north of the site enters the site. This storm water runoff will be captured in storm inlets constructed within Donegan Road, and will routed through the site maintaining the historic flow path. The east portion of the runoff will flow to the drainage swale along the east property line. The majority of the runoff will be collected in storm inlets and will be routed in storm sewer pipes to the existing storm sewer infrastructure south of the site.

The drainage and water quality plan, calculations and preliminary details will be provided for the Major Site plan submittal.

Utilities

The existing site utilities are shown on existing condition base map. Based on our research to date it is our understanding that all utilities have capacity and will serve the proposed site. Will serve letters have been requested and letters received are included in the appendix to this report. Proposed utility improvements are discussed here and will be detailed for the Major Site Plan submittal. Concept utility improvements are shown on Sheet C2.0.

Water System

The City of Glenwood Springs water system currently serves Lot 1. Lot 2 will also be served by the city potable water system. The city water main lines exist on the south, west, and north side of Lot 2. There are several existing water service tees at several locations on the south side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for water service to this site. The will serve letter notes the City is updating a water model to determine if the offsite water mains have capacity. The estimate of Lot 2 water usage is summarized in Table 1 below.

TABLE 1 - WATER USAGE SUMMARY							
Unit Type	# Baths	SF+/-	# Units	EQR/Unit*	# EQRs	GPD/EQR	GPD
-Studio	1	416	110	0.250	27.500	350	9,625
-1 Bed	1	655	117	0.393	45.981	350	16,093
-2 Bed	2	970	101	0.582	58.782	350	20,574
-3 Bed	2	1330	32	0.798	25.536	350	8,938
		Subtotal =	360		157.799		55,230
				50% Raw Water Irrigation Reduction =	**78.8995**		**27,615**
Clubhouse Add fixtures:			Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)			100	0.65/10 seats	6.5	350	2,275
-Bathroom			2	0.5	1	350	350
-Sink			2	0.2	0.4	350	140
-Drinking Fountain			2	0.2	0.4	350	140
-Pool			33000	1.0/25,000 GAL	1.3	350	462
-Spa			4500	0.2/500 GAL	1.8	350	630
				Subtotal =	**11.4**		**3,367**
				TOTAL =	**90.3**	**TOTAL =**	**30,982**

*Multi Family EQRs calculated per GW EQR schedule 'Greater of 0.25 EQR per bedroom or 0.06 EQR per 100 square feet, not to exceed 1.00 EQR'.

Note this site will use Reynolds & Cain ditch water for irrigation water. Per the Glenwood Springs code EQR schedule '*When outside irrigation will be exclusively from a raw water source the EQR value as determined through this Section will be reduced by fifty percent (50%) for water only.* The reduction of 50% for the residential uses is shown in Table 1 above. We understand from discussions with City Staff that this reduction will need to be discussed further.

The proposed connection locations, onsite water mains, water services and fire hydrants are shown on Sheet C2.0. Four connections to the existing water system are currently proposed, which provide for redundancy and increased flows onsite and offsite. SE will coordinate fire hydrant locations and preliminary building water service sizes during the Major Site Plan process.

Sanitary Sewer

Lot 1 is currently served by the West Glenwood Sanitation District (WGSD). Lot 2 will also be served by the WGSD. The existing sewer main on the north side of the mall is owned and maintained by the WGSD. This main line extends from the mall to the south central portion of Lot 2. SE coordinated the development concept with WGSD staff and also attended a WGSD board meeting on September 14th. WGSD staff has indicated their treatment plant has capacity to serve Lot 2. SE calculated that the existing sanitary sewer line north of the mall has capacity to serve Lot 2. Our calculations and assumptions will be confirmed with the Sanitation District.

There is also an existing private sanitary sewer main line which extends onsite from the WGSD main line through Lot 1. This line has been TV inspected, and the WGSD has indicated that this line is in good condition to be added to the district.

The proposed connection locations, onsite sanitary sewer mains, and services are shown on C2.0. The estimate of sewer usage for Lot 2 is summarized in Table 2 below. SE will continue to coordinate the sanitary service connection and EQR rate with the WGSD.

TABLE 2 - SEWER USAGE SUMMARY					
Multi Family	# Units	EQR/Unit	# EQRs	GPD/EQR	GPD
-Studio	110	0.25	27.5	300	8,250
-1 Bed	117	0.50	58.5	300	17,550
-2 Bed, 2 Bath	101	0.75	75.8	300	22,725
-3 Bed, 2 Bath	32	1.00	32.0	300	9,600
Subtotal =	360		193.8		48,525
Clubhouse Add fixtures:	Fixtures	EQR/Fixture	# EQRs	GPD/EQR	GPD
-Restaurant (seats)	100	0.65/10 seats	6.5	350	2,275
-Toilet	2	0.5	1.0	300	300
-Sink	2	0.2	0.4	300	120
-Drinking Fountain	2	0.2	0.4	300	120
-Pool/Spa	1	1.0	1.0	300	300
Subtotal =	7		9.3		3,115
		TOTAL =	**203.05**	**TOTAL =**	**51,640**

Electric:

Lot 1 is currently served by the City of Glenwood Springs electric department. City electric mains exist on the north, south, and east side of Lot 2. SE has coordinated with the Public Works department and has received a will serve letter from the City for electric service to this site. In our coordination with Public Works personnel, the existing overhead three phase electric adjacent to Donegan Road on the north side of Lot 2 will be buried with development.

The concept electric main lines and transformers to serve Lot 2 are shown on C2.0. The locations and infrastructure details will be coordinated further during the Major Site Plan process and as electrical building demands are completed by others.

Fiber Optic:

City of Glenwood Springs fiber optic lines exist adjacent to Lot 2, the Public Works department has provided a will serve letter for fiber optic service. Per the utility locates performed for the ISP, fiber lines exist along the east and south property line, and extend onsite on the south side of Lot 1to serve the existing onsite office buildings. The proposed fiber optic alignment is not shown specifically on sheet C2.0. We anticipate the alignment will generally follow the electric alignment onsite. SE will continue coordination with Public Works to determine the existing fiber line locations and the proposed alignment onsite.

Telephone/Cable:

SE has had limited communication with telephone and cable. The ISP utility locates show that communications utilities are directly adjacent to Lot 2. The telephone and cable alignments are not shown specifically on sheet C2.0. We anticipate the alignments will generally follow the electric alignment onsite.

Natural Gas:

SE has coordinated and received a will serve letter from Black Hills Energy for natural gas service for this site. Existing gas lines are on the north, west, and south sides of Lot 2. The concept natural gas main lines to serve Lot 2 are shown on C2.0. SE will coordinate the connection locations, main lines, and services with Black Hills Energy as the design progresses.

Irrigation Water

SE has walked the existing irrigation system for this site with the current property owner. The existing site has irrigation water rights from the Reynolds and Cain Ditch. An existing pump station is north of Lot 2 on the piped main ditch alignment. A 6" pressurized irrigation line and a gravity line extend to the existing site under Donegan Road to the north property line.

The proposed Lot 1 uses this irrigation system to irrigate the existing landscape areas onsite. The existing irrigation system also irrigates the landscape area in the Storm King Road right-of-way that adjoins this property. The table below summarizes the irrigated area on Lot 1.

The development on Lot 2 will use a portion of the total raw water shares associated with this property. SE has performed a preliminary analysis and estimate that the shares will be adequate to provide raw water irrigation to this site. We have calculated the approximate irrigation area based on the current site plan and have estimated the flow rate necessary to irrigate this site. The irrigation calculations are included in Table 3 below.

Lot 1 - Irrigation Summary	
Irrigation Area (SF)=	42,170
Irrigation Area (AC)=	0.97
Peak Irrigation depth/day (in) =	0.25
Peak Irrigation depth/day (ft)=	0.0208
Volume (CF/day) =	879
Volume (gpd) =	6,572
Irrigation period (hr)	8
Irr flow rate (gph)	821
Irr flow rate (gpm)	13.69
Assumed irrigation efficiency	75%
Adjusted, Final Irr flow rate (gph)	1,095
Adjusted, Final Irr flow rate (gpm)	18.26

Lot 2 - Irrigation Summary	
Irrigation Area (SF)=	157,000
Irrigation Area (AC)=	3.60
Peak Irrigation depth/day (in) =	0.25
Peak Irrigation depth/day (ft)=	0.0208
Volume (CF/day) =	3,271
Volume (gpd) =	24,467
Irrigation period (hr)	8
Irr flow rate (gph)	3,058
Irr flow rate (gpm)	50.97
Assumed irrigation efficiency	75%
Adjusted, Final Irr flow rate (gph)	4,078
Adjusted, Final Irr flow rate (gpm)	67.97

SE will detail the proposed irrigation system as the Lot 2 plan develops. The pump station will be evaluated and will be used until demands exceed the pump ability or the pump needs to be replaced. The pump station will also be relocated and upgraded as necessary to meet the build out demands. Irrigation water flowing in the gravity line will be eliminated with development as flood irrigation will no longer be needed.

In our discussions with the Lot 1 owner, we anticipate this irrigation system will be shared for the entire site, and an agreement for maintenance will be in place. Additional irrigation details will be provided for the Major site plan submittal.

Conclusion

The proposed site has good access to Storm King Road and Donegan Road which provides direct access to the arterial road network. The traffic study demonstrates good levels of service are maintained on the road network and at the CDOT access intersections. The offsite drainage generally flows around Lot 2. Storm water runoff that enters Lot 2 will be routed around and through the site. Lot 2 will provide water quality and detention before connecting to the storm sewer pipes that directs flow direct to Mitchell Creek and the Colorado River. The existing utilities are directly adjacent and adequate to service Lot 2 and will be extended to serve the proposed site

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC

John Petaisto, PE
Project Engineer

Yancy Nichol, PE
Principal

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1 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

584

SPECIAL WARRANTY DEED

GLENWOOD PARTNERSHIP, a Colorado general partnership, Grantor, for good and valuable consideration, in hand paid, hereby sells and conveys to **GLENWOOD PARTNERSHIP LLLP**, a Colorado Limited Liability Limited Partnership, Grantee, whose legal address is 214 Center Drive, Glenwood Springs, Colorado 81601, the following real property in the County of Garfield and State of Colorado, to wit:

SEE EXHIBIT "A" ATTACHED HERETO AND
INCORPORATED HEREIN BY THIS REFERENCE;

with all its appurtenances, and warrants the title to the same against all persons claiming under the Grantor.

NO DOCUMENTARY FEE REQUIRED: Deed given to reflect name change in connection with conversion of the general partnership to a limited liability limited partnership. Consideration less than $500.00.

EFFECTIVE the 18th day of July, 2000.

GLENWOOD PARTNERSHIP, a
Colorado General Partnership

By: _____
Floyd Diemoz, General Partner

By: _____
Linda L. Diemoz, General Partner

By: _____
Frances Diemoz, General Partner

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30

After recording return to: Schenk, Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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568864 09/06/2000 10:12A B1205 P585 M ALSDORF
2 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing instrument was acknowledged before me this 18th day of July, 2000 by FLOYD DIEMOZ and LINDA L. DIEMOZ, General Partners of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My Commission expires: 1-29-2002

Elaine M Bussonne
Notary Public

STATE OF Massachusetts)
) ss.
COUNTY OF Middlesex)

The foregoing instrument was acknowledged before me this 21 day of July, 2000, by FRANCES DIEMOZ, General Partner of GLENWOOD PARTNERSHIP, a Colorado General Partnership.

WITNESS my hand and official seal.

My commission expires: PILAR POGGIO
Notary Public
My Commission Expires Aug 26, 2005

Pilar L Poggio
Notary Public

After recording return to: Schenk, Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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568864 09/06/2000 10:12A B1205 P586 M ALSDORF
3 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

Parcel No. 1:

All of the following described real property situate in Lot Two of Section 6, T. 6 S.,R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

Beginning at a point on the northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of said Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet; thence S. 89°52' W. 342.73 feet along the Southerly right-of-way fence line of the County Road; thence S. 02°44' W. 1322.45 feet to the Northerly right-of-way line of U.S. Highway No. 6 & 24; thence S. 87°16' E. 342.30 feet along the Northerly right-of-way line of U.S. Highway No. 6 & 24, to the point of beginning, containing 10.459 acres of land, more or less.

Parcel No. 2:

All of the following described real property situate in Lots 1 and 2 and the NW¼SE¼ of Section 6, T. 6 S., R. 89 W., 6th P.M., in the County of Garfield and State of Colorado, to-wit:

All that portion of the lands described in that certain warranty deed recorded as Document No. 200114 in Book 306 at Page 138 of the records in the office of the Clerk and Recorder, Garfield County, Colorado, lying Easterly of the following described line: Beginning at a point on the Northerly right-of-way line of U.S. Highway No. 6 & 24, 359.25 feet, N. 87°16' W. of a point on said Northerly right-of-way line from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 03°34' W. 1423.68 feet; thence N. 02°44' E. 1339.59 feet to a point on the Southerly right-of-way fence line of the County Road, said point being 559.58 feet, S. 89°52' W. of a point on the Southerly right-of-way line of the County Road from whence the witness corner for the South Quarter Corner of Section 34, T. 5 S., R. 89 W., 6th P.M., bears N. 80°11' W. 358.5 feet, containing 20.0 acres of land, more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

Parcel No. 3

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.67 feet; thence N. 02°44'00" E. 603.42 feet to the South right of way line of County Road No. 130; thence N. 89° 50'00" E. 15.01 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 604.17 feet; thence N. 87°18'00" W. 15.00 feet to the point of beginning containing 9052 square feet or 0.208 acres more or less.

Parcel No. 4

A tract of land extending along the northerly boundary of the Glenwood Springs Mall Subdivision pursuant to the plat thereof recorded in the office of the Clerk and Recorder of Garfield County, Colorado as Reception No. 316244 (Mall) described as follows:

Commencing at the northeast corner of the Mall; thence along the north boundary thereof 605.36 feet; thence northerly 195 feet; thence easterly 605.36 feet on a line parallel to the northerly boundary of the Mall; thence southerly 195 feet on a line parallel to the westerly boundary of the tract herein described to the point of beginning.

TOGETHER WITH any and all water and ditch rights appurtenant to the above described Parcels.

EXCEPTING THEREFROM the following described Parcels A, B and C:

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

Parcel A

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado being more particularly described as follows:

Commencing at the S¼ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian; thence S. 87°11'46" E. 670.12 feet to the point of intersection of the west line of the Mel-Ray Subdivision, County of Garfield, State of Colorado and the south right-of-way line of County Road No. 150; thence along the west line of said Mel-Ray Subdivision S. 01°52'00" W. 575.96 feet to the true point of beginning; thence continuing along said line S. 01°52'00" W. 183.95 feet to a point of intersection where the north line of the Glen Theatre, Inc. property intersects the west line of said Mel-Ray Subdivision; thence along the north line of the Glen Theatre, Inc. property N. 87°18'00" W. 536.20 feet to the northwest corner of said property; thence along the west line of said property S. 01°53'00" W. 623.25 feet to the north right-of-way line of U.S. Highway No. 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 246.80 feet; thence N. 02°44'00" E. 718.54 feet; thence S. 87°18'00" E. 67.23 feet; thence N. 47°42'00" E. 125.06 feet; thence S. 87°18'00" E. 615.36 feet to the true point of beginning, containing 6.499 acres more or less.

Parcel B

A parcel of land situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the S¼ corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 42°07'49" E. 861.66 feet; thence S. 87°18'00" E. 454.75 feet; thence S. 02°44'00" W. 718.54 feet to a point on the north right-of-way line of U.S. Highway 6 & 24; thence along said north right-of-way line the following course N. 87°16'00" W. 454.75 feet; thence N. 02°44'00" E. 718.28 feet to the point of beginning, containing 7.500 acres more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

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6 of 6 R 30.00 D 0.00 GARFIELD COUNTY CO

Parcel C

A tract of land to be used for roadway, drainage and utility purposes situate in Section 6, Township 6 South, Range 89 West of the 6th Principal Meridian, County of Garfield, State of Colorado, being more particularly described as follows:

Beginning at a point whence the South Quarter Corner of Section 34, Township 5 South, Range 89 West of the 6th Principal Meridian bears N. 39°44'28" E. 833.81 feet; thance N. 02°44'00" E. 605.64 feet to the South right of way line of County Road No. 130; thence S. 89°50'00" W. 60.08 feet along said South right of way line of County Road No. 130; thence departing said County Road right of way line on a course bearing S. 02°44'00" W. 602.64 feet; thence S. 87°18'00" E. 60.00 feet to the point of beginning, containing 36250 square feet or 0.832 acres more or less.

After recording return to: Schenk Kerst & deWinter
302 8th St., Ste. 310, Glenwood Springs, CO 81601

PETITION FOR ANNEXATION

The undersigned Petitioner, in accordance with The Municipal Annexation Act of 1965, Article 12, Title 31, C.R.S., as amended, hereby petitions the City Council of the City of Glenwood Springs, Colorado, for annexation to the City of Glenwood Springs that certain real property more particularly described in Exhibit A (the "Property"), which Exhibit is attached hereto and made a part hereof by reference. In support of this Petition, the Petitioner alleges that:

1. Petitioner is Glenwood Partnership, LLLP, a Colorado limited liability limited partnership. The purpose of this Petition is to enable Petitioner to obtain municipal services within the municipal boundaries of the City of Glenwood Springs.

2. Petitioner alleges that it is the landowner—as that term is defined in the Municipal Annexation Act—of 100% of the Property described in Exhibit A as of the date of this Petition.

3. It is desirable and necessary that the Property be annexed to the City of Glenwood Springs, Colorado.

4. The requirements of C.R.S. §31-12-104 and §31-12-105, as amended, exist or have been met as set forth and shown herein.

5. As provided in C.R.S. § 31-12-104, not less than one-sixth (1/6) of the perimeter of the area proposed to be annexed is contiguous with the City of Glenwood Springs.

6. A community of interest exists between the Property proposed to be annexed and the City of Glenwood Springs.

7. The Property proposed to be annexed is urban or will be urbanized in the near future.

8. The Property proposed to be annexed is integrated with or is capable of being integrated with the City of Glenwood Springs.

9. No land in the Property sought to be annexed which is held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate, has been or shall be divided into separate parcels without the written consent of the landowner(s).

10. No land in the Property sought to be annexed which is held in identical ownership and comprising twenty (20) or more acres and having an assessed valuation for ad valorem tax purposes in excess of $200,000.00 has been included in the area without the written consent of the landowner(s).

11. The entire width of any portion of a platted street or alley to be annexed within the Property is included.

12. The proposed annexation will not result in detachment of the Property from any school district or attachment to another district.

13. The Property to be annexed is not presently a part of any incorporated city, city and county, or town; nor have any proceedings been commenced for annexation of part or all of the Property to any other municipality; nor has any election for annexation of such Property or substantially the same Property to the City of Glenwood Springs been held within the twelve (12) months immediately preceding the filing of this Petition.

14. The annexation of the Property proposed to be annexed will not have the effect of extending the boundary of the City of Glenwood Springs more than three (3) miles in any direction from any point of the City of Glenwood Springs municipal boundary in any one (1) year.

15. The signers of this Petition comprise more than fifty percent of the landowners and own more than fifty percent of the Property, exclusive of public streets and alleys and any land owned by the City of Glenwood Springs.

16. The affidavit of the circulator of this Petition stating that each signature hereon is the signature of the person whose name it purports to be is attached to this Petition and made a part hereof by this reference.

17. Attached hereto and incorporated herein by reference are four (4) copies of an annexation map in the form required by C.R.S. §31-12-107(1)(d) and containing:

a) a written legal description of the boundaries of the area proposed to be annexed;
b) a map showing the boundary of the area proposed to be annexed;
c) within the annexation boundary map, a showing of the location of each ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or lots and blocks; and
d) next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the annexing municipality and the contiguous boundary of any other municipality abutting the area proposed to be annexed.

18. Each person signing this Petition for Annexation represents that he or she has full authorization to execute this Petition on behalf of the Petitioner.

19. The notary executing this Petition states that each signature herein is the signature of the person whose name it purports to be.

20. Petitioner reserves the right to withdraw this petition and its signature therefrom at any time prior to the recordation of the annexation map.

21. The mailing address of the Petitioner is as follows: 214 Center Drive, Glenwood Springs, Colorado 81601.

WHEREFORE, Petitioner requests that the City of Glenwood Springs approve the

annexation of the Property into the City.

PETITIONER

Dated: 1.26.2021

Floyd Diemoz, Managing Partner
Glenwood Partnership, LLLP

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The foregoing Petition for Annexation was subscribed and sworn to before me this 26th day of January, 2021, by Floyd Diemoz as Managing Partner of Glenwood Partnership, LLLP, a Colorado limited liability limited partnership.

Witness my hand and official seal.

My commission expires 10/27/2023.

LISA PASSMORE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20034036697
MY COMMISSION EXPIRES OCTOBER 27, 2023

Notary Public

EXHIBIT A

The property that is the subject of Petitioner's Petition for Annexation to the City of Glenwood Springs, Colorado, is legally described as follows:

A PORTION OF THE FOLLOWING DESCRIBED REAL PROPERTY:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;

THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;

THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;

THENCE N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;

THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;

THENCE DEPARTING SAID EAST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;

THENCE S 47° 42' 00" W 125.06 FEET;

THENCE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

AFFIDAVIT OF CIRCULATOR

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

I, the undersigned, being duly sworn, do state as follows:

1. I am over the age of 21;
2. I was the circulator of the Petition attached hereto; and
3. Each signature thereon is the signature of the person that it purports to be.

Floyd Diemoz

The foregoing Affidavit of Circulator was acknowledged, subscribed, and sworn to before me this 26th day of January, 2021, by Floyd Diemoz.

Witness my hand and official seal.

My commission expires 10/27/2023.

LISA PASSMORE
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20034036697
MY COMMISSION EXPIRES OCTOBER 27, 2023

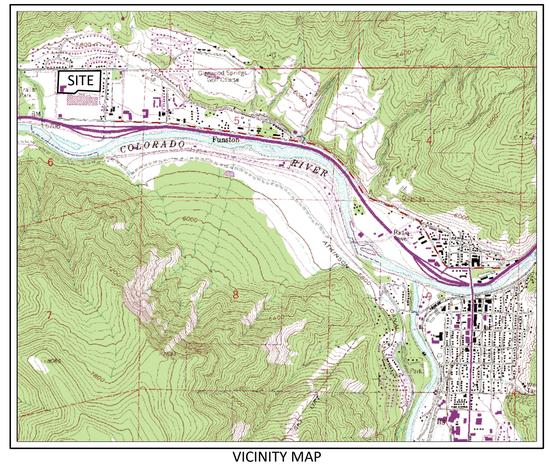
Notary Public

ANNEXATION MAP OF:

480 DONEGAN

SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO

SHEET 1 OF 1



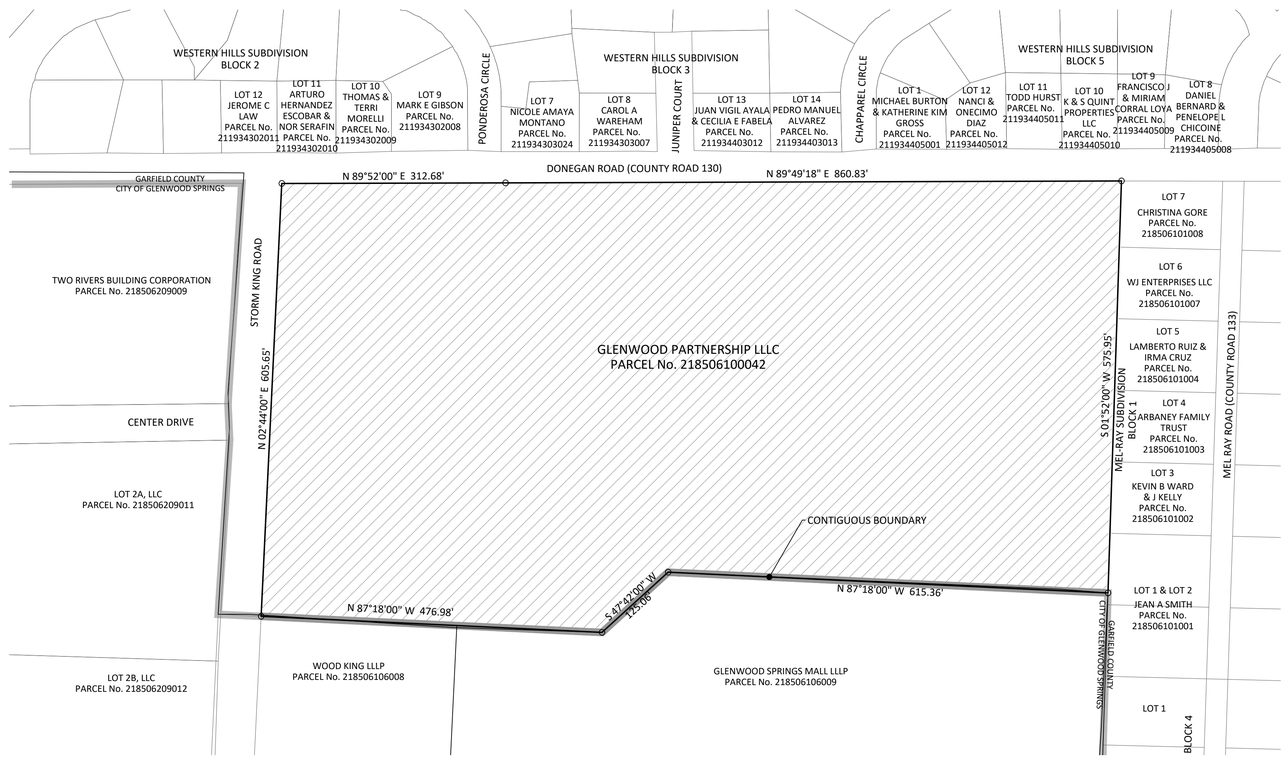
VICINITY MAP
SCALE: 1" = 2000'

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.



CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

AREA TO BE ANNEXED

MAP NOTES

1) DATE OF PREPARATION: October 2020
UPDATED: January 2021

2) BASIS OF BEARING: A bearing of S 01°52'00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.

3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.

4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.

5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.

6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ___, Series of _____, on the _____ day of _____, 2021.

_____
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

_____
City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY:_____
Mark S. Beckler, L.S. No.28643

_____
Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at _____ o'clock ___.M. on the _____ day of _____, 2021, as Reception No._____.

_____
Clerk and Recorder

By_____
Deputy

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

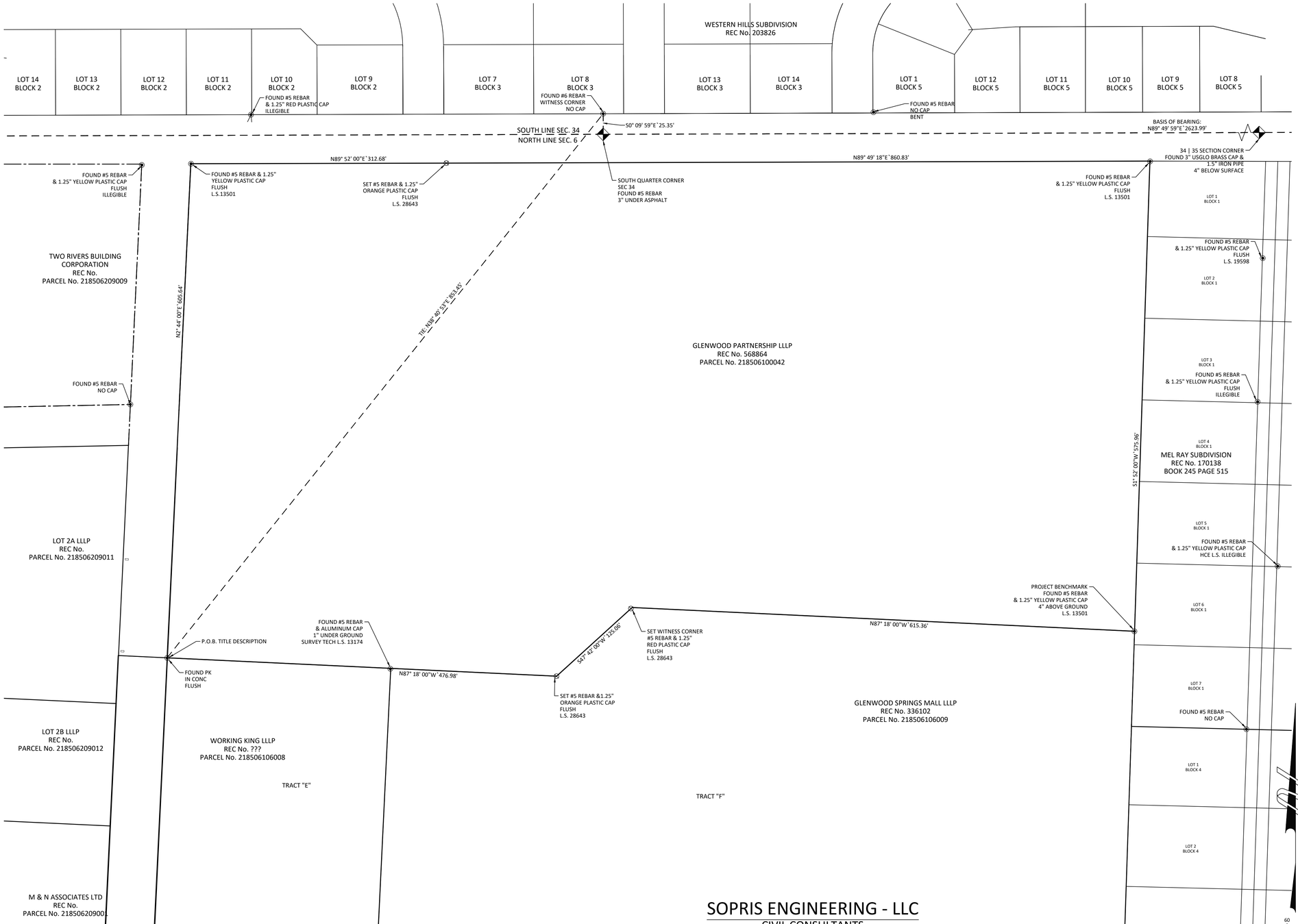
jb 1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\Survey Plots\30017_ANNEX.dwg

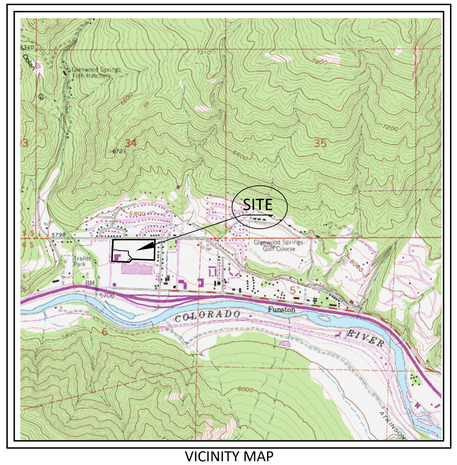
IMPROVEMENT SURVEY PLAT OF

480 DONEGAN

BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

SHEET 1 OF 2





VICINITY MAP
SCALE: 1" = 2000'

NOTES

1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
2) Date of Preparation: October - December 2020 & January 2021.
3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. ABS63014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, hereon.
5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

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COUNTY OF GARFIELD
STATE OF COLORADO.

IMPROVEMENT SURVEY PLAT

I, MARK S. BECKLER, HEREBY CERTIFY TO COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9), AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE CURRENT LOCATION OF ALL STRUCTURES, WATER COURSES, WATER FEATURES AND/OR BODIES OF WATER , VISIBLE ROADS, UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL EASEMENTS AND RIGHTS OF WAY OF A PUBLIC OR PRIVATE NATURE THAT ARE VISIBLE, OR APPARENT, OR OF RECORD AND UNDERGROUND UTILITIES DESCRIBED IN LAND TITLE GUARANTEE COMPANY FILE NO. ABS63014094-2, OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.

COLORADO REGISTERED MARK S. BECKLER 28643 PROFESSIONAL LAND SURVEYOR

MARK S. BECKLER L.S. #28643

GRAPHIC SCALE

60 0 30 60 120 240

(IN U.S. SURVEY FEET)
1 inch = 60 ft.

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

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1/25/2021 - 30017- G:\2020\30017\SURVEY\Survey DWGs\PLAT 2020\30017 PLAT.dwg

IMPROVEMENT SURVEY PLAT OF

480 DONEGAN

BEING SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH,
RANGE 89 WEST OF THE 6TH P.M.
CITY OF GLENWOOD SPRINGS, COUNTY OF GARFIELD, STATE OF COLORADO.

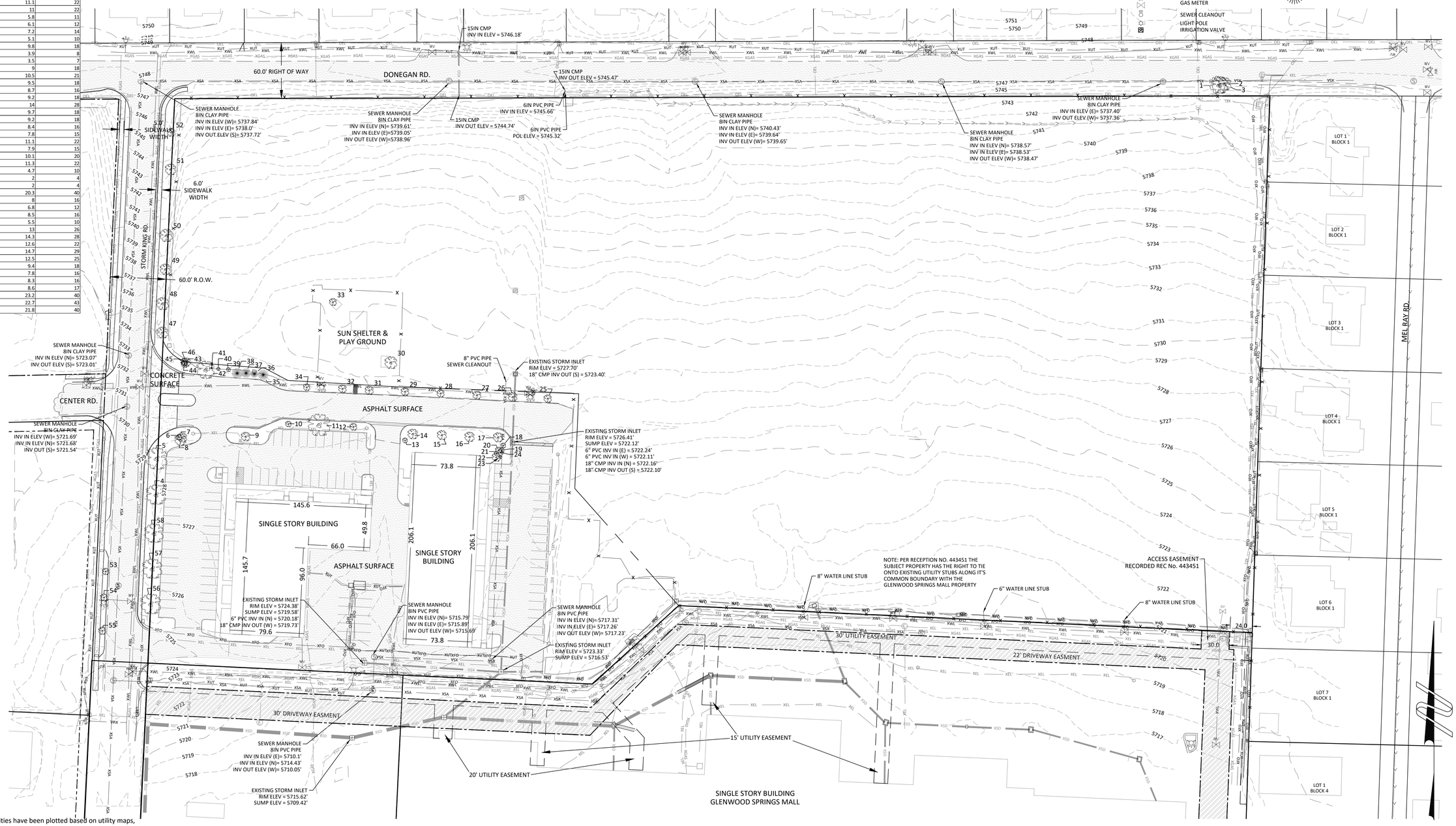
SHEET 2 OF 2

TREE #	ELEVATION	TYPE	TRUNK DIA. (IN)	DRIPLINE DIA. (FT)
1	5746.28	DECIDUOUS	20.5	40
2	5746.31	DECIDUOUS	18.5	36
3	5746.29	DECIDUOUS	15	30
4	5729.23	DECIDUOUS	22.7	45
5	5730.16	DECIDUOUS	25	50
6	5730.28	DECIDUOUS	6.2	12
7	5730.47	DECIDUOUS	11.1	22
8	5730.01	DECIDUOUS	13	26
9	5730.27	DECIDUOUS	10.3	20
10	5730.85	DECIDUOUS	6.7	13
11	5730.96	DECIDUOUS	25.4	51
12	5729.73	DECIDUOUS	8.2	16
13	5728.71	DECIDUOUS	5.8	11
14	5728.67	DECIDUOUS	11.5	23
15	5728.46	DECIDUOUS	10.8	21
16	5728.40	DECIDUOUS	11.1	22
17	5727.55	DECIDUOUS	11	22
18	5727.54	2-DECIDUOUS	5.8	11
19	5727.69	DECIDUOUS	6.1	12
20	5728.01	DECIDUOUS	7.2	14
21	5728.07	2-DECIDUOUS	5.1	10
22	5727.77	DECIDUOUS	9.8	18
23	5727.60	DECIDUOUS	3.9	8
24	5727.75	DECIDUOUS	3.5	7
25	5728.52	DECIDUOUS	9	18
26	5728.32	DECIDUOUS	10.5	21
27	5728.69	DECIDUOUS	9.5	18
28	5729.45	DECIDUOUS	8.7	16
29	5729.99	DECIDUOUS	9.2	18
30	5729.10	DECIDUOUS	14	28
31	5731.07	DECIDUOUS	9.7	18
32	5731.02	DECIDUOUS	9.2	18
33	5729.83	DECIDUOUS	8.4	16
34	5731.50	DECIDUOUS	7.8	15
35	5732.08	CONIFEROUS	11.1	22
36	5731.57	CONIFEROUS	7.9	15
37	5731.62	CONIFEROUS	10.1	20
38	5731.82	CONIFEROUS	11.3	22
39	5731.84	3-DECIDUOUS	4.7	10
40	5731.80	3-DECIDUOUS	2	4
41	5732.03	DECIDUOUS	2	4
42	5732.80	DECIDUOUS	20.3	40
43	5732.75	DECIDUOUS	8	16
44	5732.88	DECIDUOUS	6.8	12
45	5732.63	DECIDUOUS	8.5	16
46	5732.49	3-DECIDUOUS	5.5	10
47	5734.17	DECIDUOUS	13	26
48	5735.96	DECIDUOUS	14.3	28
49	5737.48	DECIDUOUS	12.6	22
50	5739.71	DECIDUOUS	14.7	29
51	5743.39	DECIDUOUS	12.5	25
52	5745.46	DECIDUOUS	9.4	18
53	5726.23	DECIDUOUS	7.8	16
54	5725.47	DECIDUOUS	8.3	16
55	5724.79	DECIDUOUS	8.6	17
56	5726.93	DECIDUOUS	23.2	40
57	5727.91	DECIDUOUS	22.7	43
58	5728.67	DECIDUOUS	21.8	40

EXISTING CONDITIONS LEGEND

SIGN
PVC PIPE
GAS METER
CATV PEDESTAL
TELEPHONE PEDESTAL
ELECTRIC METER
ELECTRIC TRANSFORMER
DRAINAGE DRY-WELL
SEWER MANHOLE
GUY WIRE
POWER POLE
FIRE HYDRANT
WATER VALVE
WATER SHUTOFF
GAS METER
SEWER CLEANOUT
LIGHT POLE
IRRIGATION VALVE

EXISTING WIRE FENCE
EXISTING WOODEN FENCE
EXISTING CONTOUR
EXISTING CONTOUR INTERVAL
EXISTING GAS
EXISTING TELEPHONE
EXISTING UNDERGROUND ELECTRIC
EXISTING CABLE
EXISTING FIBER OPTIC
EXISTING 8" WATER MAIN
EXISTING 8" SANITARY SEWER MAIN
EXISTING SWALE OR DITCH
EXISTING STORM SEWER
DECIDUOUS TREE
CONIFEROUS TREE



GENERAL UTILITY NOTES:

The locations of underground utilities have been plotted based on utility maps, construction/design plans, other information provided by utility companies and actual field locations in some instances. These utilities, as shown, may not represent actual field conditions. It is the responsibility of the contractor to contact all utility companies for field location of utilities prior to construction.

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GRAPHIC SCALE

50 0 25 50 100 200

(IN U.S. SURVEY FEET)
1 inch = 50 ft.

1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\PLAT 2020\30017 PLAT.dwg

LAND USE APPLICATION

City of Glenwood Springs
Economic and Community Development Dept.
101 West 8th Street
Glenwood Springs, CO 81601
970-384-6411

	Ordinance Amendments			Development Permits
	Rezoning			Site/Architectural Plan Review
✔	Rezoning to Planned Unit Development (PUD)			☐ Administrative
✔	Annexation			☐ Minor
	Condominiumization			☐ Major
	Annexation			Master Plan
	Street Vacation			Construction Plans
				Location & Extent
	Subdivisions			Right of Way Encroachment License
	Minor Subdivision			Floodplain Development Permit
	Preliminary Plat			Special Use Permit
	Final Plat			**Flexibility and Relief Procedures**
	Vacation of Right-of-Way			Variance
				Administrative Adjustment
	Other Land Use Applications			Appeal
	Outdoor Seating			

Applicant/Property Owner Information:			
Applicant		Owner	
214 Center Drive, LLC		Glenwood Partnership, LLLP	
Relationship to Owner		Owner	
Under contract to purchase portion of subject property			
Applicant Address		Owner Address	
PO Box 9833	Cincinnaiti, OH 45209	214 Center Drive	Glenwood Springs, CO 81601
Phone 513.479.4396	Email Address paul.schirmer@cdsg-us.com	Phone 970-945-6712	Email Address john@diemoz.net

Property Information:	
Address	Parcel Number
214 Center Drive, Glenwood Springs, CO 81601	218506100042
Subdivision	Lot and Block Number
Zone District Garfield County: Commercial/Limited	Existing Land Use Office/Commercial/Vacant Land

General Project Description:

Annexation of subject property and zoning of same as Commercial (CO) and PUD to allow for existing development on portion of property and development of approximately 12.27 acres of vacant land as a mixed use (commercial/multi-family residential) development

Signatures:

The owner or applicant must be present at the hearing. All public hearings must be property noticed according to G.S.M.C. Section 070.010.030. Signatures of all owners of the property must appear before the application is accepted. Partnerships or corporations may have the authorized general partner or corporate officer sign the

Paul Schi	1/26/2021
Applicant	Date
Lloyd Diemoz	1-26-2021
Owner	Date

application. (Attach additional incorporation documents if necessary.) I declare under the penalty of perjury that the above information is true and correct to the best of my knowledge.		
	Owner	Date

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Thursday, August 6, 2020 2:51 PM
To: Gretchen E Ricehill; paul.schirmer@cdsg-us.com; wgwspasteuredev@googlegroups.com
Subject: New Slogan - Glenwood Springs the Community of Apartment Living!

Dear All!

My points:

- With all of your planned developments, you will have a **surplus of inventory - empty apartments** (Lofts, 6 Canyons, under construction at the former site of the Buffalo Valley, behind Walmart, where Rivers Restaurant stands and now west Glenwood)
- Where are the jobs to provide income to pay the rents? Blue collar? **Hourly? Is that what builds a solid community?**
- A study presented April 1, 2019 was based on **numbers from 2017**. It is now 2020 and we have had a pandemic. **Are your numbers accurate**?
- From what I read, **growth** over the next **10 years is in the group of 65 yo+** - we do not live in apartments.
- You will make Glenwood a cheap bedroom community.
- What **new department** will you create to inspect, monitor and deal with tenant issues?
- How will you beef up police and fire?
- Did you take into account that the **Hispanic Culture,** with larger families, prefer to keep all of the family under one roof?
- Will you **monitor unit occupancy**?

Slow down and think. This mass construction of apartments will turn Glenwood into a bedroom community comprised of families stacked in tacky apartments. Is this what Glenwood is about and what the founding fathers had in mind? I think not.

Ty Sparks
Resident since 1970

PS Where is it written that if you cannot afford to live somewhere the community must bend so that you can? I live where I can afford.

Trent Hyatt

From: Bobbie Meriwether <meadowlark.2000meadowlark@gmail.com>
Sent: Thursday, August 6, 2020 10:07 PM
To: Gretchen E Ricehill
Cc: paul.schirmer@cdsg-us.com
Subject: Planning for wildfire mitigation

Hello ,

I am a long time resident of the Valley . Have lived in West Glenwd having moved from Aspen to the Oasis Creek area in 1985. The view from my father's property overlooked the uncrowded and undeveloped areas that then comprised West Glenwood . Looking back in my minds eye 25 years ago , it is still hard to conceive of the exponentially explosive growth and churning pace of development . Still , those many years ago I had hoped that the surely city would be engaged in thoughtful planning . Population density and growth has now spilled over . I am a senior woman who has lived for twenty years and counting in the Orchard Lane townhomes. Now it is hard for me to even find a safe place to walk my dog and play a game of fetch with him in West Glenwood . The cherished little oasis of green grass or fields here and there have simply vanished . The pocket park along Mitchel Creek called Gregory has been virtually commandeered by the Two Rivers school often holding their outdoor education classes there. The Two Rivers Park , oh we used to enjoy that park too. It now suffers overuse with ever more tourists understandably crowding into it. The new , recently built "river walk" transformed a lovely natural rivers edge beach in which my dog romped and played . It became instead a man made walkway which now a dangerous situation for young children and dogs in that the natural beach was manipulated into something that is not natural at all and affords no transition from the built up walk wall to natural sloping beach . There was very little environmental sensitivity involved in that project . The Iron mountain entertainment and spa facilities destroyed the riparian terrain in those areas as well . Nothing in West Glenwood currently exists as an assessable open space. Oh yes the Meadows trails are jk great . But they are not open , assessable fields that any child could fly a kite in . That's incongruous for a city whose residents identify themselves as " outdoor " oriented . West Glenwood is a portion of the city that is rated very high in potential danger from fire threat . A person might dare to think that Glenwood along with New Castle , would have aggressively and smartly planned for green spaces to act as protective buffer zones for our ecologically vulnerable and fragile mountain community. Especially since the threat is something we've lived with every summer for a very long time.

We living in West Glenwood remember well the fires of Coal Seam and Storm King , We lived through the feeling of being trapped in the exits even way back then . West Glenwd's density has now reached a critical mass. Year after year we have faced the threat of wildfire by the seat of our pants. Glenwds 2020 population is roughly 10,000 lives by now . Our small area of West Glenwood therefore stands to represent 4,000 of those 10, 000 people in all the city if a very large development proposal by an out of state developer goes through at the West Glenwood Pasture .

West Glenwood has similar issues to those in nearby New Castle with outside developers wanting to cram hundreds of more people into small spaces with seemly no proportional attention or planning for emergency evacuation in wildfire situations . West Glenwood has only two avenues of escape . Due to the population increase over the last ten years, daily congestion has increased to a point where we seriously need to update, revise and be educated for our emergency evacuation plans . As a community we must revisit how much more development our town and infrastructure can safely accommodate. We can't afford to build additional roads and developers don't want to do it...We desire LESS density, more open space, and an updated safety plan keeps everyone informed as to evacuation procedures . WE NEED BE ASSURED THAT WE WILL NOT BE TRAPPED.

It seems readily apparent that addressing the value of having open space had been far too late in coming to the intentions of Garfield county. True , that ten short years ago they were at last begun . Were they ever consulted, much less comprehensively implemented ? I wonder at times why these studies even got done and then seemingly ignored . It would seem they were treated as just an esoteric "suggestion". Does anything matter if it doesn 't somehow involve recreation or some other economic interest ? I want to know why other considerations such as :

safety , quality of life , with livable and well planned -for spaces are somehow not considered valuable and practical as well?

My plea In writing this letter is for better , more progressive and forward looking planning and regulation for West Glenwood . If development occurs that it be compatible , with the local environs that are studied and well understood . It's seems in light of this , that it is irresponsible for the economic engine to keep churning unabated in pursuit of "the economy"- as if nothing else holds value at all .

My home is here In Glenwood . I do not intend to leave. My way of life feels very threatened by uncontrolled growth , and lack of planning for that growth . There comes a time when the quality and safety of life should be considered a very practical and essential part of effective city planning and zoning . That time is well past due . I live in the very shadow of Storm King . I hope that the brave firefighters that fought for our town and died defending it , did not die as it's only defenders . One would think that a vigorous and meaningful plan for mitigating a repeat of wildfire disaster would exist in PLANNING and ZONING for open spaces that act as buffer zones. We need in meaningful and sustainable plans . How much longer can we simply rely on sheer luck, timing , and the way the wind blows during fire season ? We can no longer simply applaud the heroic efforts of firefighters and emergency personnel and then act in ways that seem as if we take their efforts and our luck for granted . .Surely there are many good and involved people in leadership making sincere and non -political efforts to form a caring community. I beg for the city planners developers and leadership to work together as effectively and as heroically as firefighters do. Please provide updated PLANNING AND ZONING that would better protect West Glenwood's vulnerabilities . Keep our businesses safe and our quality of life livable and breathable by reconsidering the vital contributions of open space. It's way past time to be see that overdevelopment is simply exploitation and no longer conscionable for our West fGlenwood community that is yalready under threat by the proposed massive expansion of the RMR limestone quarry, a short mile away as the bird flies . We need space to live and breathe clean air . We deserve for our concerns to at long last be addressed .

Sincerely ,
Bobbie Meriwether

Trent Hyatt

From: Ann Stephens <britican@comcast.net>
Sent: Friday, August 7, 2020 8:36 AM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel
Cc: Ann Stephens
Subject: Proposed Development by R2 Partnership LLC

As long-standing members of the West Glenwood community, we are writing to express our opposition and concerns regarding the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. After meeting with the developer last week we believe the Pre-Annexation meeting will be held in approximately two months' time (late September/early October).

We recognize the Roaring Fork Valley may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a neighborhood is a concern for us on many levels.

1. Safety

   The wildfire on August 5, 2020, just west of Ami's Acres at approximately mile marker 111, has again shown us the reality of what happens in West Glenwood during even a small wildfire. Our home is on Ponderosa Circle just off Donegan Road and we witnessed first-hand how quickly the traffic congestion occurred shortly after the emergency alert. The I-70 traffic, and almost every road in West Glenwood, was gridlocked and remained gridlocked till long after 10 pm.

   According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Also, Highway 6 cannot allow safe evacuation of all the residents of West Glenwood. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable their access to the fire, which further restricts evacuation.

   To add another 1,300 residents to West Glenwood, which according to the Census Department, had almost 3,100 residents in 2018 would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly residents (12% of our population) who may need assistance, families with young children, as well as two schools and daycare facilities.

2. Impact on Traffic

   To add another 1,000 vehicles to our streets will bring about a traffic nightmare of Californian proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic studies done at this time will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

   Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children is inevitable.

4. Green space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and the wildlife. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

If there has been one thing our world has learned through COVID it is that no matter how economically stable you are, how fiscally responsible you are, how much you plan for the future, you are nothing if you don't protect your people and that is what we are asking the City of Glenwood to do - to protect its current population and keep its residents safe. We strongly urge the City Planning Office to reject the application to annex this property.

Randy & Annie Stephens
0041 Ponderosa Circle

Tel: 970-618-6080

Trent Hyatt

From: LAURIE RAYMOND <laurieraymond16@comcast.net>
Sent: Monday, August 10, 2020 1:04 PM
To: Steve Boyd; Gretchen E Ricehill; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; wgwspasturedev@googlegroups.com
Subject: Issues of the 111 Fire and the West Glenwood pasture development plan

Civic leaders of Glenwood Springs:

I'm the owner of High Tails Dog & Cat Outfitters in West Glenwood Springs. On Wednesday, August 5th, we received a pre-evacuation order at around 3:30 shortly after the 111 Fire got rolling. We immediately began to prepare and load supplies and gear and organize our vehicles to be able to transport to safety all the dogs in our care at that time. Their owners came as soon as they could to retrieve their pets, but many were delayed by traffic, with the last dog picked up just before 8. Although one westbound lane of I-70 opened up shortly after six, no one was able to move in any direction by then. Highway 6 was a parking lot from Mitchell Creek Rd to the 114 roundabout. By the time I left, after 8, all side streets were completely gridlocked as well. It dawned on us that if the fire had continued to bear down on us, we would not have been able to go anywhere.

Because I live off of Donegan east of the Mall, I took Mitchell Creek Rd to Donegan where I joined the stationary line, sitting alongside the disputed pasture behind the mall. I couldn't help thinking about how much worse the jam would have been if 1300 more people and 600+ vehicles were in place, all under the same order to be ready to evacuate, all striving to be able to leave. It was impossible not to recall the horrific images of the Paradise Fire, another bottleneck from which there were not enough possible exits, and the people and animals who roasted to death in their cars or on foot, unable to outrun the flames.

Several years ago I participated in a few planning sessions after a fire in the same general area had exposed serious weaknesses in the ability to move people out of this area. It is hemmed in by geography and unmitigated by sufficient infrastructure. We talked about organizing for responsible traffic flow control, but as far as I know, nothing much came of it. But that was before the summer when California burned, obliterating whole towns. When massive loss of life clearly indicated the future for such places (like ours) as the climate warms and extreme weather events and overcrowding-without-sufficient-safety-resources increase.

We need to sober up. If we learn nothing else from the current pandemic, it should be clear to everyone that precautionary planning - not just talk, but provision of resources and designation of responsible entities for accessing and distributing them in emergencies -- is not a luxury but an absolute necessity. Allowing an imperative of "growth" to trump everything is living beyond our means.

One obvious measure we should take is to organize, equip, train and empower a civilian volunteer traffic corps. We live in an area where fires, floods, mud slides and blizzards frequently paralyze our mobility. There are recognized choke points where one traffic control officer could significantly ease congestion and keep emergency response routes open. This is no job for the police, since even in a gridlocked and panicky situation, law enforcement has its own necessary role. Volunteer fire departments could be a model for such a cadre of people trained and tasked with handling traffic needs in a crisis.

Finally, on the pasture development proposition: About the only thing everyone agrees on in relation to the Covid-19 pandemic is that once the crisis is past, nothing will be the same as it was before. The Valley housing report of just a year ago needs to be set aside until a "new normal" situation can be evaluated. What does it mean for our communities that out of state ultra-wealthy people are moving here to live in their second homes, or buying up properties as fast as they can? They are thinking of their own safety. But they have resources to take care of themselves wherever they primarily reside, better than the low-wage "essential workers" who risk much to serve them. We should ask ourselves if we are really willing to sacrifice what remains of our quality of life in our communities, or be forced to leave because of rising real estate prices (followed by property taxes.) I think it would be prudent, and also a statement of community solidarity, to place a moratorium on development for a period of time long enough to allow us to recognize emerging trends and changes and take deliberate and appropriate action.

But let's find new ways to deliberate together what we want our communities to be, before fear, greed and recklessness make that discussion moot.

Laurie Raymond
Glenwood Springs
970-945-8723

From:	Troy Gordon
To:	wgwspasturedev@googlegroups.com
Cc:	Gretchen E Ricehill
Subject:	West Glenwood Pasture Development
Date:	Monday, August 17, 2020 10:05:27 AM

I am in receipt of the flyer that circulated regarding this development. I am opposed to such a dense development with little to no concern on the surrounding area. First, the traffic congestion in West Glenwood with the Mall, Dealerships, multiple schools and businesses is already at capacity in my opinion. Second, the idea of another high density development in this area is not reasonable. The last project by Climate Control required numerous variations that were granted with little to no regard for reasonableness on height, parking and density. This seems like the same thing. Third, you are placing 1300 tenants next to two schools that will add a large volume of traffic at the worst times for children safety. Finally, I am surprised that the city council would consider this. At one point it was expected that this land would be completely or partially a park area. Why does the South Glenwood and downtown area from Two Rivers to the south get multiple parks and recreation sites and West Glenwood gets a small virtually non-usable park (McGregor Park) but yet almost half of the kids live in this area. Residents have been begging for more options in West Glenwood for decades, more ball fields, basketball courts, picnic areas, etc. but instead of doing this, the city council decides to update a commercial rafting pull out that is used by a small minority of the community. Please consider what you are doing on this. You are adding 1300 residents with most likely 1/3 of them being kids without any type of recreational outlet that was desperately needed prior to this. If this development was offset by 50% of it going to ballfields, recreational options, I would reconsider. Thank you.

Troy Gordon

Trent Hyatt

From: Rachel & Leon <rlgaro@q.com>
Sent: Monday, August 17, 2020 9:45 AM
To: Gretchen E Ricehill
Subject: Proposed West Glenwood Pasture Development

Dear Ms. Ricehill:

We are writing to you regarding the Proposed West Glenwood Pasture Development.

We have lived in west Glenwood since 1971 and have seen many changes over the years. While change is inevitable, we feel that the above proposal is dangerous to the residents in west Glenwood, primarily because of the very real possibility of needing to evacuate and this summer is a case in point.

The danger of fire has occurred in West Glenwood twice (1994 & 2002) and we have had to evacuate. In 2002, we were stuck in bumper to bumper traffic on the frontage road while the fire roared our way just across the river. With the fire moving faster than the traffic, we finally drove on the bike path to make our way to north Glenwood and then across the bridge. And, this year, we were very fortunate that the fire fighters could extinguished the 111 fire before it was out of control and threatened residents in West Glenwood.

Since the 2002 fire, the population in west Glenwood has grown substantially along with the accompanying increase in traffic. New homes and apartments have been built which have added additional population and cars. The new bridge is a beautiful accomplishment but it doesn't move traffic across the river at a significantly faster pace than the old bridge did.

The potential increase of another 1,300 tenants and 650 more cars to the already overcrowding of the area is dangerous and ill advised.

In our opinion, a better use for the pasture would be its development as a park for West Glenwood. Currently the only park in West Glenwood is the small Gregory Park by Mitchell Creek.

Sincerely,

Leon and Rachel Garot
30 Mountain Shadow Drive
Glenwood Springs, CO 81601
(970)319-0187

Trent Hyatt

From: Jessi Hastings <jessidh27@gmail.com>
Sent: Monday, August 17, 2020 11:46 AM
To: Gretchen E Ricehill
Cc: paul.schrimer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development. Section 6, Township 6, South Range 89

Dear Ms. Ricehill and Mr. Baumann,
I am very concerned about the proposed development of the Pasture land behind the old Glenwood Springs Mall.

I think it endangears all of our lives in West Glenwood to add to the population here when already when there is a disaster, there is a huge traffic problem. Allow me to be specific. I live at the very end of Mountain Shadow Dr.and I am disabled.
We recently were put under prevacuation for the 111 fire in Canyon Creek 3 miles from the West Glenwood Exit. I called my help who lives in Glenwood. It took her 20 minutes to get here and a half hour to get home because of the congestion of traffic on the highway, Midland and the frontage road. It took my housemates 3 hours to get here from Thunder River Market. When they finally got to the neighborhood, they said there were random cars everywhere parked and moving because the highway was shut down. Thank God , we did not have to evacuate. I really feel we would not have gotten out of here,

Please do not add more population to the existing infrastructure that already is inefficient in an emergency.

Thank You for your consideration,
Sincerely,
Deborah :"Jessi" Hastings

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Jessi Hastings, RN, LMT,
Certified Anat Baniel Method
Neuromovement Practitioner

970.946.8968
jessidh27@gmail.com

"Making the impossible possible, the possible easy and the easy elegant."
Moshe Feldenkrais

From:	Lynette Brickell
To:	Gretchen E Ricehill
Cc:	paul.schirmer@cdsg-us.com; wgwspasturedev@googlegroups.com
Subject:	West Glenwood Pasture Development to Apartments
Date:	Tuesday, August 18, 2020 1:13:01 PM

Hi Gretchen,

I am writing this to you as a West Glenwood resident located at 0010 Ponderosa Circle. I first and foremost want to acknowledge that there is definitely a need for housing in this community, But, I also want to express my concerns about the development and the density of the apartments proposed.

If you drove by this area yesterday or today, we already have traffic and parking concerns since the Two Rivers Foundation School has returned to full operations. The teachers and staff are having to park along Donegan (including in front of this proposed development). The school buses are parked along Storm King Road leaving room for only one car to pass by at a time. Now, add an additional 1-2 vehicles per unit at this development and we have 500 - 800 vehicles to add to the congestion at school drop off and pick up times, which coincide with leaving for work in the mornings. The safety of these children that walk from our neighborhood to both the Two Rivers Foundation School and the Glenwood Springs Middle School is a definite issue.

Our roads (Donegan & Ponderosa) have been torn up for weeks just adding a larger sewer/water line to accommodate this development.and it is not even approved yet. What other infrastructure will have to be modified in order to handle the number of apartments and people this will bring? And, in the end, who is paying for the road work, sewer and water upgrades, etc.? City taxpayers?

And, with the fires burning at the present time, and having to evacuate twice in the past, we would have a very difficult time moving that amount of vehicles and people out of this area in a quick manner. It was a nightmare before in 1994 and 2002 and we didn't have the amount of cars and people living in West Glenwood that we now have, This development would exacerbate this 10-fold.

I also work in the Glenwood Business Center and would be entering and exiting the same entryway and exit that this new development would be using. It is hard at the present time to get in this business center when the cars are lined up dropping children off at the school, let alone the additional cars from the development.

I also have my office facing this open field and it has been very nice to observe the geese, rabbits, horses, and other wildlife come through and have a place to reside. No more green space?

The noise level, the lighting, and other issues are definitely a concern as well. If it were a business that closes in the evenings, it would not be so bad, but that many people and vehicles in that small area, I tend to believe the noise level will be a lot higher.

There are other concerns as well, but this touches on the major ones and I hope you consider a downsizing approach when considering this development. Our small little area over here cannot handle this big of a project.

Concerned Citizen,

Lynette Brickell
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From:	Krista Kies
To:	Gretchen E Ricehill; paul.schirmer@cdsg-us.com
Subject:	West Glenwood Pasture Developement
Date:	Monday, August 31, 2020 8:32:53 PM

Good Evening,

We received a notice on our door recently in regards to the West Glenwood Pasture Development proposal and we would like to ask one question please. Why are we eliminating green space when there is a mall right in front of this open space that could be converted into apartments and already has a parking lot? According to the Post Independent article from January 9, 2020, over a dozen tenants have abandoned the mall since 2015, leaving the majority of the shopping center's once lively storefronts dark. As of 2018, the mall contributed only a small portion, 3.7%, to sales taxes.

We appreciate your time listening to our concerns and hope to come to a better solution than eliminating green space.

Krista Thormann
(903) 815-3602
krista.kies@gmail.com

Trent Hyatt

From: Valorie Guanella Erion <mverion@sopris.net>
Sent: Thursday, September 10, 2020 11:53 AM
To: Gretchen E Ricehill
Subject: Proposed Development by R2 Partnership

Dear Ms. Ricehill:

I am not a resident of Glenwood Springs, rather a resident of Garfield County. However, my husband works in Glenwood and has been very impacted during his commute due to the wildfires, as nearly all down valley commuters have been. I am in Glenwood several days a week shopping and running errands. It's not just an inconvenience to be caught in the gridlock, it's dangerous during a fire. This development is just a very bad idea. Open space is in short supply in our area and there won't be any more coming in the future, please preserve what little slice we have left. I share the validity of the points outlined below. Please reject the application to annex this property.

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. <u>Safety</u>

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to **A SINGLE ROAD - Highway 6**. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

2. <u>Impact on Traffic</u>

The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. <u>Proximity to Two Rivers School</u>

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. **<u>Green Space</u>**

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost

to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population, preserve the small amount of open space that west Glenwood currently has, and help keep its residents safe by rejecting the application to annex this property.

Valorie Guanella Erion
0392 CR 266
Silt, CO 81652
970-379-9990

From:	Lacy King
To:	Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Shelley Kaup; Charlie Willman; Greg Bak; Jonathan Godes
Subject:	R2 Partnership Proposal in West Glenwood
Date:	Thursday, September 10, 2020 3:55:42 PM

Dear City Council, Officials, Mayor, and Fire Marshall,

Community. What does that word mean to you? Is it thought of as individuals sharing common interests and goals, or simply people living in the same place? No matter the answer, those who have called Glenwood Springs their home for years, decades or a lifetime deserve to be heard, and listened to.

The 111 Fire on Aug. 5 posed many challenges for local citizens, along with those passing through. I reside on Mel Rey Road, off the roundabout. The traffic that flooded Mel Rey wrapped around to Donegan, down Storm King, up Mitchell Creek, and back to Highway 6 leaving us residents out here feeling trapped. What would we have done should we have needed to evacuate?

On July 2nd a couple neighbors and I got together to create a Facebook group to share information about a 418 unit apartment complex being proposed in West Glenwood by a developer out of Cincinnati, OH. (To learn more find us at https://www.facebook.com/groups/203281687630716) To the county and city officials who've met with the developer privately, did the thought of natural catastrophes cross your mind when you recommended more units than the amount originally proposed?

In my research for this Facebook page I found a Community Wildfire Protection Plan dated April 2007. Despite it being an older document, the content is valuable to all in this moment. Figure 2 has much of West Glenwood at a Hazard Rating of Very High to Extreme. On page 29, a high priority recommendation was made to educate citizens on proper escape routes. Was this ever enacted?

Vulnerable communities should look to examples like the socio-ecological mitigation approach Montecito County used to successfully fight the Thomas Fire. As a 38 year old Glenwood Springs native, I plan to live out my days here. But what I hope for are leaders that value common interests and goals and that work hard to achieve them — representatives that seek smart growth solutions that encapsulate a true sense of community.

Lacy King
Glenwood Springs

P.S. I wrote this Letter to the Editor the day before the Grizzly Creek Fire was started. My feelings are even more heightened now. As a GWS native, the daughter of one of the CDOT engineers on the Glenwood Canyon project, and someone who loves this place we call home, I am begging you to hear the pleas of your constituents. Please deny R2 Partnerships proposal until accurate studies can be obtained and safety measures are in place. This is the time to rebuild our community, not divide it. The future is in your hands.

Trent Hyatt

From: Lori Welch <lori.welch@gmail.com>
Sent: Tuesday, October 13, 2020 3:02 PM
To: Rick Voorhees; Jonathan Godes; Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Tony Hershey; Paula Stepp; Steve Davis
Subject: The death of WGWS - Proposed Development by R2 Partnership

I am writing to express my opposition to the development of the 12.5-acre property at 214 Center Drive currently under contract with R2 Partnership LLC. I recognize that the Roaring Fork Valley, in general, may have a housing need, but to bring in 418 units, 1300 tenants with 650 parking spaces to such a rural neighborhood is a concern for me on many levels.

1. Safety

I'm confident that the recent wildfires in South Canyon and Glenwood Canyon have demonstrated the need for wise decisions to be made as you plan a strong and safe community for all residents of Glenwood Springs. Shortly after the South Canyon wildfire, the residents of West Glenwood saw firsthand how quickly gridlock occurred, leaving almost every road impassable until late into the evening.

To add another 1,300 residents to the current 3,100 residents of West Glenwood would be utterly catastrophic. Not only do all of these residents need to evacuate safely, but there are elderly and disabled residents who may need assistance, families with young children, as well as two schools and many daycare facilities. We are not talking IF a wildfire will happen again in Glenwood Springs but WHEN.

According to figure 2 of the Wildland Urban Interface Community Wildfire Protection Plan of April 2007, the area of West Glenwood has a hazard rating of "very high." West Glenwood has many roads leading to A SINGLE ROAD - Highway 6. Highway 6 cannot allow for the safe evacuation of all the residents of West Glenwood as it stands today. Depending on the location of the fire, emergency vehicles may block off one or more roads to enable access to a fire or flood area, which would further restrict evacuation efforts.

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The addition of another 1,000 vehicles to our streets will create a traffic nightmare of overwhelming proportions and will turn West Glenwood into a parking lot. COVID has dramatically reduced traffic, and any traffic study done during these "safer at home" months will not reflect the reality of this area. We urge you to consider this at the Pre-Annexation meeting when it comes to your department.

3. Proximity to Two Rivers School

Currently, the developers plan to have an exit immediately opposite the school. Even if they move the street to somewhere else on Storm King, congestion and safety concerns for our young children, their parents, and our teachers are inevitable.

4. Green Space

Glenwood residents value the beauty of the land and recognize the importance of green space; we will be losing yet another precious piece of land for our environment and wildlife. This pasture also affords West Glenwood with a good measure of protection against the spread of wildfires. Bike paths exist around town coming almost to this piece of property for both tourists and residents to recreate and enjoy this valley. Many tourists bike past the pasture to visit the area's Fish Hatcheries.

I urge you in the City Planning Office to protect its current population and help keep its residents safe by rejecting the application to annex this property.

--

Lori Welch
828 Red Valley Drive, Glenwood Springs
970-930-5211

Trent Hyatt

From: Katie Mosquera <katie@saltcreeksearch.com>
Sent: Thursday, September 10, 2020 1:40 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.shirmer@cdsg-us.com; Jonathan Godes
Cc: wgwspasturedev@googlegroup.com; Greg Bak
Subject: Proposed West Glenwood by R2 Partnership

Dear City of Glenwood and Glenwood Springs Fire Marshall:

I am reaching out to you to express my opposition to any further development in Glenwood Springs until you have actually done your homework. It appears that you lack any concept of growth and how to do so safely. As a city, you seem to allow as many occupants as possible in a dwelling without regard to first responders need to access the property in the event of an emergency (Minter Avenue). The city also does not seem to wish to enforce occupancy codes or care. All you are doing is putting lives in danger not to mention the stretch on the existing sewer and water systems.

It is with this thought that I am writing to express my dismay at what could turn into a 400 unit disaster in west Glenwood. (Especially since Stepp wants the former mall parking lot to house the homeless). Clearly, safety has not been considered. The round-about is a disaster and cannot manage more traffic. Second, where is this projected growth coming from? Are your numbers current? (The Greater Roaring Fork Regional Housing Study was released in April of 2019 based upon 2017 numbers – what has changed in 2020?) Where are the jobs to support the rents? Are ALL current rental units rented? How will you monitor occupancy?

The bottom line is that projected growth is of the 65 and older demographic – hardly apartment dwellers. Glenwood Springs growth has been less than 1% since 2018 so how do you justify this apartment complex and that apartment complex? You will create a community of empty apartments – is that Glenwood Springs?

I think greed is the underlying component here as well as a liberal thought process. I would love to live on Park Avenue in New York! Do I? No – I cannot afford it. Why does this town have to bend to cater to those that cannot afford to live here? Your apartments will not solve problems of a housing shortage. You will only create over-occupancy and unsafe living conditions endangering lives of the occupants and first responders. Not to mention the creation of many empty units because rents are just too high vs wages.

If you want to address any issue, come with a SOLID plan based on upon real numbers and not numbers that you "desire" to see.

SALT CREEK
SEARCH

Katie F. Mosquera
Glenwood Springs native and GSHS graduate
Katie@SaltCreekSearch.com
630.915.8013 MST
www.linkedin.com/in/katiemosquera

Trent Hyatt

From: katie mosquera <ty.sparks@krewol.com>
Sent: Monday, September 14, 2020 12:24 PM
To: Gretchen E Ricehill; Steve Boyd; Debra Figueroa; Jennifer Ooton; Sara Weigel; Rick Voorhees; Tony Hershey; Paula Stepp; Steve Davis; paul.schirmer@cdsg-us.com; Jonathan Godes; Greg Bak
Subject: Apartment Development

Dear All:

I hope that saw in today's paper that SkiCo is laying off 50 employees. It may not seem like many but how many of those employees were candidates for Glenwood's apartments? Did you read that SkiCo is not projecting a wonderful winter? Which means services associated with tourism will decline (which means jobs, wages, taxes etc.) Again, are these your tenants?

I do not think we have truly seen the fall-out from Covid. Even SkiCo is seeing it. Why do you think Glenwood is immune? Yes Aspen does have some growth but it is with the WEALTHY home buyers and clearly they will never be renting apartments in Glenwood. Maybe you think all those homeowners need babysitters and housekeepers? Should Glenwood's future be built on the backs of hourly employees? If you do, there is no future for this town.

I urge CAUTIOUS evaluation on ALL proposed mass housing projects. The numbers you are using are flawed and do not reflect our new landscape. THINK ABOUT what is truly needed and the goal of our community. Why is housing our problem? Engage Aspen, Basalt, El Jebel, Willetts, Carbondale and Eagle in this discussion. You are operating in a bubble that just might burst.

Thank you.

Ty Sparks

From: folo@sopris.net
To: Gretchen E Ricehill
Cc: folo@sopris.net; Fran Orosz
Subject: WGWS pasture development
Date: Monday, September 14, 2020 8:46:29 PM

Dear Gretchen,

My name is Lisa. I have lived on Chaparral Circle for 53 years. There are a few of us true locals that still live out here in what we feel is our slice of heaven. Slowly the city of Glenwood Spring has slithered their way out here. Most of us out here have enjoyed being in the county. As a child I spend many hours in the pasture exploring and learning about nature from Adolf Diemoz the original owner of the pasture. There are many reasons I am against this development. First problem, fire evacuation, has been brought front and center with the recent fire in south canyon. I called dispatch and requested that the roads to west Glenwood be closed to commuter traffic. That request fell on deaf ears. Our streets were bumper to bumper with cars. If we had been ordered to evacuate we could not even get out of our driveways. This new development would be adding approximately 800-1000 cars to our neighborhood. Traffic, what can I say about the hell that the roundabouts are in the morning and evenings. These new residents won't be getting on I-70 to head to work. They will be going right onto Hwy 82 causing even more problems for Glenwood Springs. Density of the project is another huge issue. We are a single family home neighborhood. The developer mentioned in a recent meeting that his original plan was 350 units and someone with the city told him that he could do 418. Who would do this to us? The Six Canyon monstrosity is a quarter of the size of this new planned development and it isn't even full of residents. The height of this development is of concern also. I know that the city of Glenwood allows four stories. I ask you to stand on Donegan and envision what the current residents will be looking at. Definitely not the beautiful scenery that they have had the pleasure of enjoying all these years. The city also only requires 1.5 parking places per unit. This is ridiculous. Where do you think all the excess cars are going to park? Glenwood already has a HUGE parking problem. The overflow parking on Center Drive is already outrageous! The developer says he has many studies to do. I don't believe that the studies will be accurate with Covid going on. Kids aren't in school so there are no parents driving them out here. Many people are still required to work from home. I know that many people want the pasture to stay open space. I realize that that is nothing but a dream. I just hope that we the residents in of west Glenwood have a say in what happens.Thank you for listening and hoping that we can have face to face meeting regarding this project.

Lisa Orosz
945-0452
0051 Chaparral Circle

From: Stephanie Lemkau
To: Gretchen E Ricehill; paul.schirmer@cdsg-us.com
Subject: Proposed West Glenwood Pasture Development
Date: Thursday, September 17, 2020 9:47:20 PM

Dear City of Glenwood Springs Planning Office,

I am writing to you to let you know my concern over the Proposed West Glenwood Pasture Development. I live in West Glenwood at 580 Mel Ray Road.
The reason why I am concerned so much is for the amount of traffic in the 2 roundabouts in West Glenwood. The roundabout by the West Glenwood mall, Highway 6 and Mel Ray are extremely busy. At rush hour between 4-6:00pm it is particularly hard to enter the roundabout because there is so much traffic. Sometimes I have to "gun it" just to get in after waiting for several minutes. With a possible 1300 more people in West Glenwood using the same roundabout it will be next to impossible to enter it safely. I am wondering if the city has done a traffic count at this roundabout.
Another reason I am concerned is for evacuation purposes. During the 111 fire that happened in August I-70 westbound was closed. Traffic was backed up and stopped on I-70, Highway 6, Donegan, Midland, Devereaux and Wulfsohn Road for hours even after I-70 reopened. During this time I had to pick up my son from work on Devereaux Road. I needed to cross both roundabouts to go from Mel Ray to Devereaux and back again. There was no traffic control to go north/south. Police were not controlling the backed up east/west traffic. The roundabout were at a gridlock and stopped with traffic. It took about an hour to pick him up when typically it would take 10 minutes round trip. What if we truly needed to evacuate? Then you add 1300 more people with a possible 650 more cars. That is scary.

In conclusion, I am against the West Glenwood Pasture Development because of the extra traffic it will bring. It will be extremely hard to enter the roundabouts in West Glenwood with the additional people and cars. If we needed to evacuate it would be next to impossible.
Sincerely,
Stephanie Lemkau

From:	Jacque Mcmillan
To:	Gretchen E Ricehill; paul.schirmer@cdsg-us.com
Subject:	West Glenwood Pasture Development
Date:	Wednesday, September 30, 2020 12:34:43 PM

I am writing in regard to the West Glenwood Pasture Development.

Safety is my number one concern. This proposed project lands right between two schools. This stretch of Donegan, between Two Rivers Community School and Glenwood Springs Middle School, is already scary enough to be a pedestrian on. During the bridge closure, I biked this stretch to and from work on a daily basis. Just a single car coming down this part of Donegan can force pedestrians/bicyclist off the paved road, as there are not bike lanes or sidewalks, like there are on the more eastern part of Donegan. Adding more traffic to this section of Glenwood could potentially be dangerous, especially when you consider school traffic. If we are being honest, Storm King isn't a breeze either. With the TRCS buses that are parked in the street, most hours of the day, this is a tight stretch of road, as well. Putting so many housing units right on the corner of the worst part of Donegan and Storm King seems to be very irresponsible.

Secondly, our roundabouts are already overwhelmed. We have so much traffic funneling from up and down the valley. People are only getting more and more selfish and impatient, driving recklessly to get to their destination. Living in West Glenwood, I use the roundabout multiple times a day. Multiple times a week I am cut off from drivers that are in the "I-70 only" lane. Sometimes you can tell they are just new to the area, or just unaware, and did not notice the ***3 signs*** that indicate what lane they are in. However, most of the time when you get cut off, it's from someone that just wants to bypass the line of cars that are waiting their turn to get into the roundabout. I truly feel adding more cars to this dynamic is only creating a more dangerous, daily situation.

What may be more frightening, is knowing that many impatient drivers will want to bypass the roundabout all together. This would only add that much more traffic to this stretch of Donegan. People looking for the quickest route, and overwhelming the pedestrians on this less than accommodating section of Donegan. Impatient and distracted drivers could be a very serious addition to our narrow, pedestrian filled West Glenwood.

Lastly, I'm sure you've heard plenty about the concerns on if or when West Glenwood would need to evacuate. Each time South Canyon shuts down, this part of the town (along with Blake Avenue) becomes a parking lot, with every selfish person looking to "get ahead," only to add to the congestion. The day to day safety, especially so close to schools, is higher on my list.

We need some one to say enough is enough in Glenwood. We have added two very large housing additions to Glenwood the past few years. Why do we need more tiny and unaffordable units? We have way too much traffic funneling through our tiny, narrow valley on a daily basis. Our current infrastructure can barely support the traffic between tourists and locals just trying to get to their up valley jobs. It takes very little to shut down our town, so adding more housing in a tight spot of Glenwood does not add up. Watching these housing units go up only makes it harder and harder to love the feeling of this small western slope town.

I just think the safety risk is much too high for our small community and would like these matters to be taken into full consideration when the final decision is made.

Thank you for your time,

Jacque McMillan
West Glenwood Springs Resident

CITY COUNCIL LIST OF MOTIONS

Date: July 29, 2021
To: City Council
From: Trent Hyatt, Senior Planner
Subject: #09-20- Consideration of an Annexation and the initial zoning/Rezoning of 15.818 acres to Commercial (CO) District and Planned Unit Development (PUD) District at 214 Center Drive (PIN: 2185-061-00-042).

ACTION ITEMS AND STAFF RECOMMENDATIONS

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being considered by the Commission and/or City Council stating, "the applicable review body shall approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The body may also continue the hearing…"

Action 1:

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

Staff Recommendation

Staff recommends approval (with conditions) of the Annexation with the findings and conditions outlined on the following page. Please note, the recommended conditions include significant changes related to the revisions to the proposal and by the applicant's potential purchase of the Glenwood Mall site.:

Recommended Findings:

1. The annexation conforms to applicable state statutes.
2. The annexation is consistent with the Comprehensive Plan; and
3. The annexation minimizes potential adverse impacts to the City and does not negatively impact the City's public health, safety, and welfare.

Recommended Conditions:

1. The applicant shall comply with/address all City staff comments related to the proposal prior to submittal of any future development permit application.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable, related items such as uses, building heights, densities, minimum open space, parking, and/or landscaping.
3. The exact locations site features may change upon site/architectural plan review. The Glenwood Springs Municipal Code is otherwise applicable to any standards not addressed therein.
4. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.
5. Prior to approval of any future development review application, the applicant shall apply for and receive the approval of a CDOT access permit, where applicable. The applicant shall amend the annexation agreement to address the following:

a. The applicant shall provide a payment in the amount of $40,000 to aid in the planning for and implementation of necessary emergency evacuation measures.
b. The applicant shall amend the development proposal as is necessary to include not less than one acre of land for the future construction of a new fire station for the Glenwood Springs Fire Department. Said land shall be dedicated to the City.
c. The applicant shall deed restrict a minimum of 20 percent of the residential units at 100 percent of area median income or 10 percent of the residential units at 90 percent of area median income. A minimum of 20 percent of the total residential units shall be resident occupied.
d. The applicant shall amend the development proposal as is necessary to include access to Highway 6 through the parcel to the south.
e. All offsite transportation and pedestrian related improvements to the Mel Ray, Storm King, and Donegan Roads rights-of-way.

Alternative Motion

***A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

MOTION TO DENY

Action 1:

Action 1 - Annexation – of a 15.818 acre parcel into the municipal limits of the City of Glenwood Springs.

I move to deny finding that –

1. The annexation **DOES NOT** conform to applicable state statutes.
2. The annexation is **NOT** consistent with the Comprehensive Plan; and
3. The annexation **DOES NOT** minimize potential adverse impacts to the City and **DOES** negatively impact the City's public health, safety, and welfare.

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to

Planned Unit Development (PUD) District.

Staff recommendation: Staff recommends **approval (with conditions)** of the Initial Zoning/Rezoning request with the findings and conditions below:

Recommended Findings:

1. The rezonings are consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;
3. Substantial changes in the area warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts is not expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD provides multiple, varied residential housing types and densities.

Recommended Conditions:

1. The applicant shall submit a Minor Subdivision application to create the two lots outlined in the request.
2. Future development shall comply with the various requirements outlined in the PUD, where applicable. The *Glenwood Springs Municipal Code* is otherwise applicable to any aspect not addressed therein.
3. The applicant shall comply with all verbal representations made in the public hearings, as outlined in all application materials, and/or as revised per conditions herein and approved by the Community Development Director.

Alternative Motion

***A member of City Council has requested that land use applications include suggested motions for both approval and denial. In most instances, staff has worked diligently with the applicant to address requirements outlined in the *Glenwood Springs Municipal Code* (Code) applicable to any given proposal. Therefore, we are usually in support of an application by the time it reaches the Planning and Zoning Commission and/or City Council. However, if the Planning and Zoning Commission does not believe the application meets the Code's minimum standards, your denial motion should be based on one or more of the same approval criteria applicable to the application. You should support your findings with information outlining the shortcomings of the request as shown in the example below:

MOTION TO DENY

Action 2 - Initial Zoning/Rezoning – of 3.533 acres to Commercial (CO) District and 12.285 acres to Planned Unit Development (PUD) District.

I move to deny finding that –

1. The rezonings are **NOT** consistent with the City's comprehensive plan and the purpose of the *Glenwood Springs Municipal Code*;
2. The rezonings are **NOT** consistent with the purpose statements of the Commercial (CO) and Planned Unit Development (PUD) zoning districts;

3. Substantial changes in the area **DO NOT** warrant a zoning change;
4. The intensity of existing and proposed development in the new zoning districts **IS** expected to create significantly adverse impacts to surrounding properties or the neighborhood.
5. The PUD rezoning will **NOT** meet any and all applicable standards of this Code not expressly modified by the PUD application; and
6. The PUD **DOES NOT** provides multiple, varied residential housing types and densities.

ORDINANCE NO. 08

Series of 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ANNEXING _____ PROPERTY TO THE CITY.

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

WHEREAS, GLENWOOD PARTNERSHIP LLLP, a Colorado limited liability limited partnership ("Owner") is the owner of certain real property currently located in unincorporated Garfield County, Colorado, more particularly described on **Exhibit A** attached hereto and incorporated herein (the "Property"); and

WHEREAS, COMMERCIAL DEVELOPMENT SERVICES GROUP, LLC, a Delaware limited liability company ("CDSG") is under contract to purchase a portion of the Property and develop that portion as mixed-use, multi-family housing development; and

WHEREAS, C.R.S. §§31-12-101, *et seq*., authorizes the City and Owner to enter into an Annexation Agreement; and

WHEREAS, the portion of the Property to be retained by Owner is currently developed for office and warehouse purposes; and

WHEREAS, Owner desires to annex the Property and connect it to the City of Glenwood Springs and has filed a Petition for Annexation ("Petition") to do the same; and

WHEREAS, the City desires to annex into its boundaries a the Property currently located in unincorporated Garfield County (the "Annexation Parcel", as described on **Exhibit A**); and

WHEREAS, the Annexation Parcel is not solely a public street or right-of-way, and is eligible for annexation in accordance with Article II, Section 30 of the Colorado Constitution, and sections 31-12-104 and 31-12-105, C.R.S.; and

WHEREAS, the Glenwood Springs City Council finds that it is necessary and desirable to annex the Annexation Parcel into the City to permit the development of the area in accordance with the City Code; and

WHEREAS, the City Council therefore desires to annex the Annexation Parcel into the City by the ordinance, in accordance with C.R.S. §§ 31-12-106 and 31-12-501.

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

Section 1. The recitals above are hereby adopted as findings.

Section 2. The City Council find and determines that the Annexation Parcel is eligible for annexation in accordance with Section 30(1)(c) of Article II of the Colorado Constitution and C.R.S. §§ 31-12-104(1)(a), 31-12-105, and 31-12-106(3), in that the proposed annexation:

(a) Would not divide any lands held in identical ownership;
(b) Is less than twenty acres and, as such, does not implicate C.R.S. § 31-12-105(1)(b);
(c) Is for territory for which no annexation proceedings have been commenced for annexation into another municipality;
(d) Would not result in the detachment of area from any school district and the attachment of the same to another school district;
(e) Would not result in the extension of the City's geographic boundary more than three miles in any direction from any point of the current boundary; and
(f) Is property for which not less than one-sixth the perimeter is contiguous with the current City boundary.

Section 3. The City Council does hereby annex the Annexation Parcel to be included in the corporate boundaries of the City of Glenwood Springs.

Section 5. The City Clerk shall promptly complete all filings required of the City to be made by the provisions of Section 31-12-113, C.R.S.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS ____ DAY OF JULY 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

_____

ATTEST: Jonathan Godes, Mayor

_____

Ryan Muse, 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 _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

ATTEST:

Jonathan Godes, Mayor

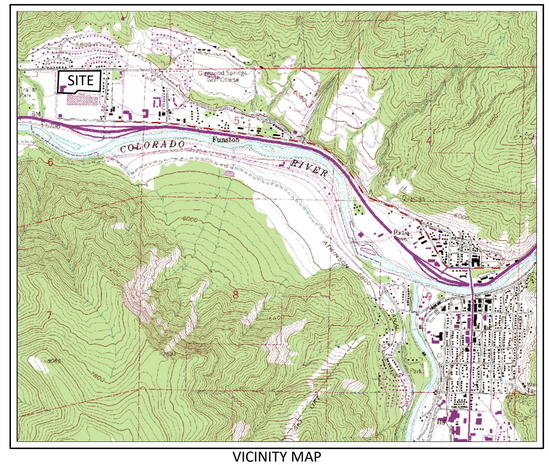
Ryan Muse, City Clerk

ANNEXATION MAP OF:

480 DONEGAN

SITUATED IN A PORTION OF SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. COUNTY OF GARFIELD, STATE OF COLORADO

SHEET 1 OF 1



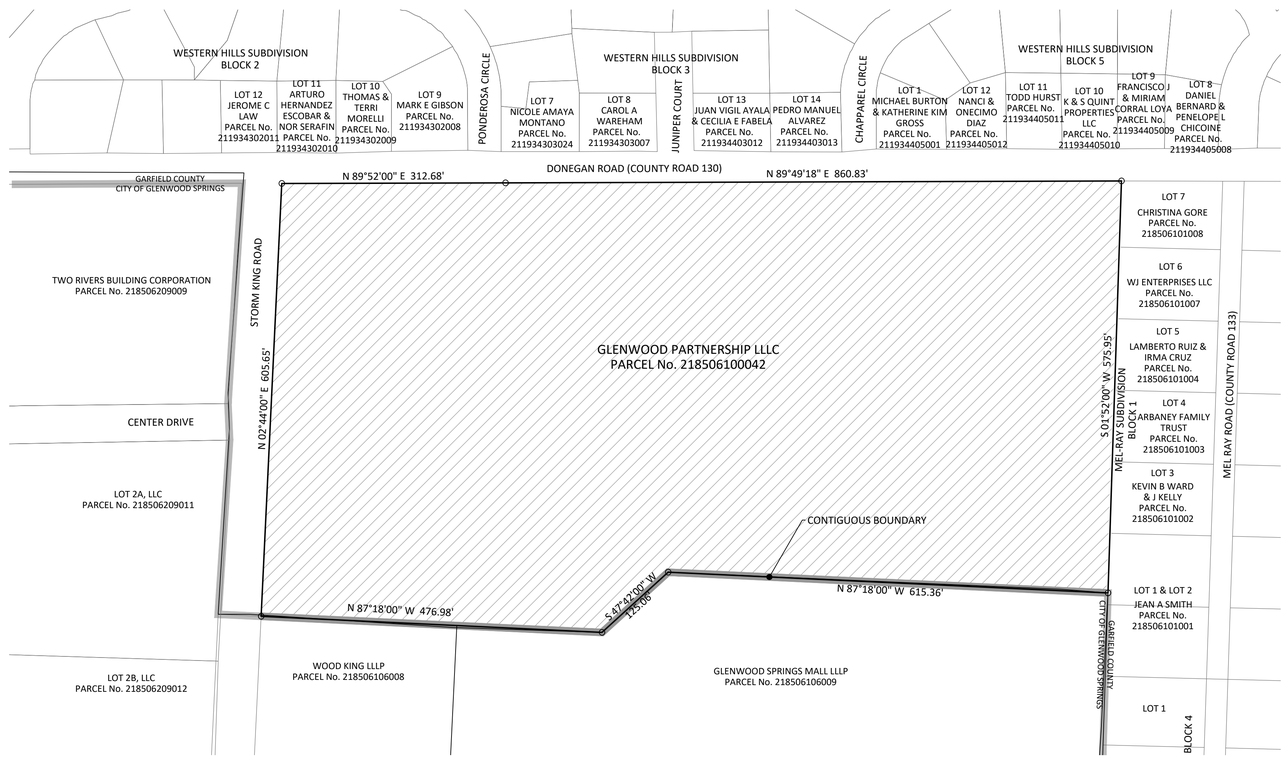
VICINITY MAP
SCALE: 1" = 2000'

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.



CONTIGUOUS BOUNDARY CALCULATION

TOTAL BOUNDARY	3572.51'
1/6TH CONTIGUITY (3572.51 x 1/6)	595.42'
CONTIGUOUS BOUNDARY	1217.40'

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

AREA TO BE ANNEXED

MAP NOTES

1) DATE OF PREPARATION: October 2020
UPDATED: January 2021

2) BASIS OF BEARING: A bearing of S 01°52'00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.

3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.

4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.

5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.

6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ___, Series of _____, on the _____ day of _____, 2021.

_____
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

_____
City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY:_____
Mark S. Beckler, L.S. No.28643

_____
Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at _____ o'clock ___.M. on the _____ day of _____, 2021, as Reception No._____.

_____
Clerk and Recorder

By_____
Deputy

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

jb 1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\Survey Plots\30017_ANNEX.dwg

ORDINANCE NO. 09

Series of 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, ZONING A PARCEL OF LAND ANNEXED INTO THE CITY.

WHEREAS, the City Council of the City of Glenwood Springs ("Glenwood Springs" or the "City"), at a duly noticed and held _____, authorized the annexation of a City-owned parcel of land _____ and identified as the "Annexation Parcel" on **Exhibit A**, attached and incorporated herein by this reference; and

WHEREAS, on _____, the Glenwood Springs Planning Commission held a public hearing to consider the rezoning of the Annexation Parcel; and

WHEREAS, on _____, the City Council held a public hearing to consider the rezoning of the Annexation Parcel; and

WHEREAS, the City Council find and determines that the nature, character, and best use of the Annexation Parcel is consistent with the _____ District and as a PUD; and

WHEREAS, the City Council therefore desires to implement zoning on the Annexation Parcel and make the Annexation Parcel subject to all regulations therein.

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

Section 1. The recitals above are hereby adopted as findings.

Section 2. The Annexation Parcel described on **Exhibit A** is hereby zoned Commercial (CO) District (3.533 acres described as Lot 1) and Planned Unit Development (PUD) District (12.285 described as Lot 2) as depicted on **Exhibit B** attached. Future development of Lot 2 is subject to the PUD standards outlined on **Exhibit C** attached.

Section 3. Promptly following adoption of this Ordinance, the City Clerk shall cause the terms of this Ordinance to be incorporated into the Zone District Map of the City of Glenwood Springs as required in the Municipal Code.

INTRODUCED, READ ON FIRST READING, PASSED, AND ORDERED PUBLISHED BY TITLE ONLY THIS ____ DAY OF _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

_____
Jonathan Godes, Mayor

ATTEST:

_____
Ryan Muse, 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 _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

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Jonathan Godes, Mayor

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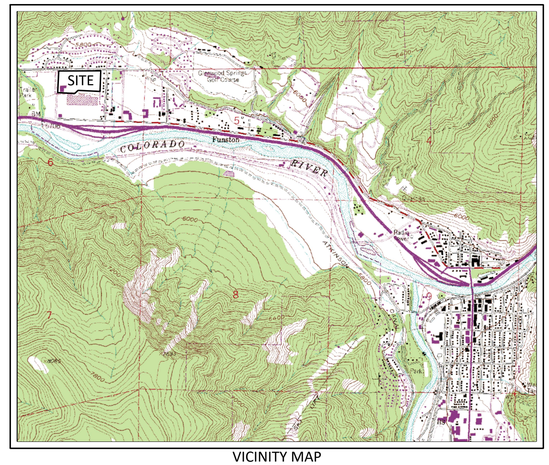

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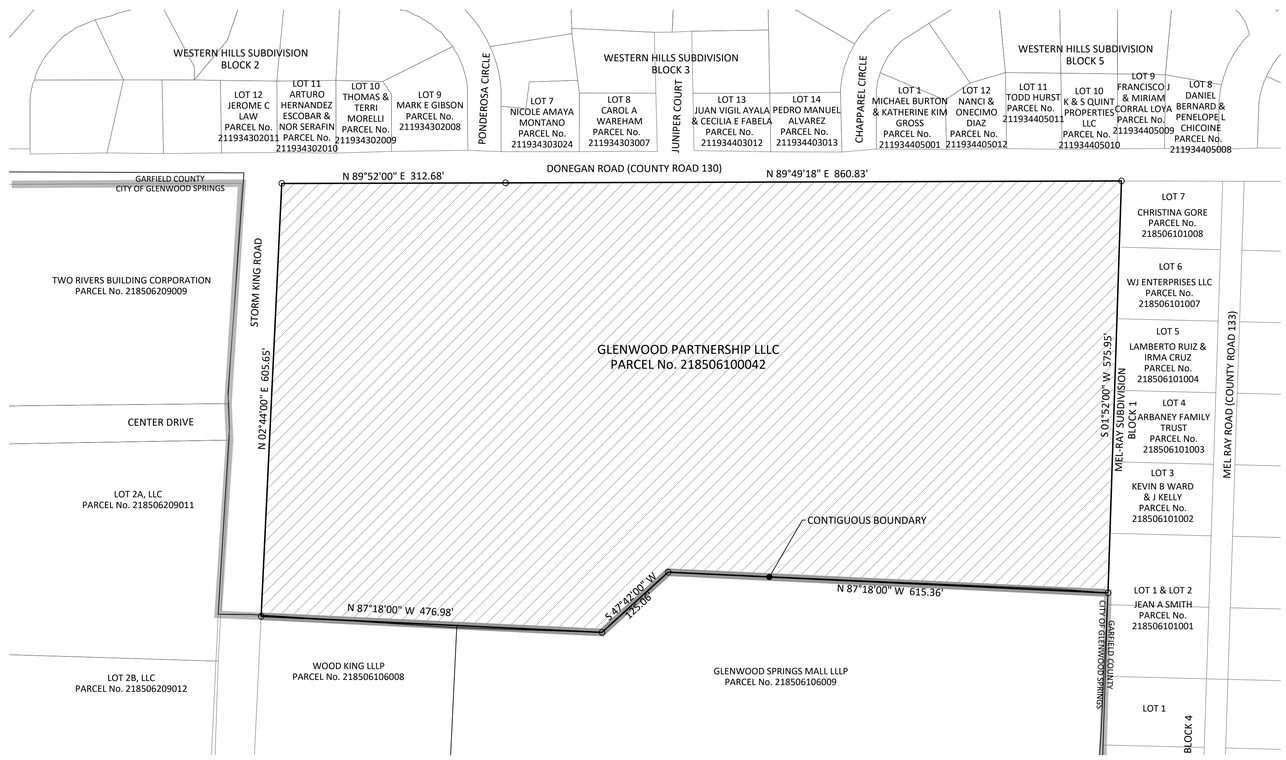
COUNTY OF GARFIELD
STATE OF COLORADO.



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1) DATE OF PREPARATION: October 2020
UPDATED: January 2021

2) BASIS OF BEARING: A bearing of S 01°52'00" W along the westerly boundary line of Mel-Ray Subdivision, according to the map thereof recorded in Book 245 at Page 515 of the Garfield County records.

3) BASIS OF MAP: The Resubdivision of Glenwood Springs Mall Subdivision, the Map of Mel-Ray Subdivision, the Improvement Survey prepared by Sopris Engineering dated January 25, 2021, and the Title Commitment prepared by Land Title Guarantee Company under Order No. ABS63014094-2, effective date January 10, 2020.

4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights-of-way and/or title of record SE relied upon the items outlined in Note 3.

5) Adjoiner information was taken from the Garfield County GIS website and is accurate as of this date, January 25, 2021.

6) All references to recorded documents and plats indicated herein refer to the records of the Garfield County Clerk and Recorder.

CITY COUNCIL CERTIFICATE

The annexation depicted on this map was approved by the City Council of Glenwood Springs, Garfield County, Colorado, by Ordinance No. ___, Series of _____, on the _____ day of _____, 2021.

_____
Mayor

Witness my hand and the seal of the City of Glenwood Springs.

ATTEST:

_____
City Clerk

SURVEYOR'S STATEMENT

I, Mark S. Beckler, L.S. No. 28643, a professional land surveyor licensed under the laws of the State of Colorado, do hereby state that the Annexation Map of 480 Donegan, as shown hereon, was prepared under my supervision on the basis of certain plats, deeds and other documents of record which were augmented with a field inspection conducted under my supervision and that such Annexation Map is true and correct to the best of my knowledge and belief.

BY:_____
Mark S. Beckler, L.S. No.28643

_____
Dated

CLERK AND RECORDER'S ACCEPTANCE

This Annexation Map was filed for record in the office of the Clerk and Recorder of Garfield County at _____ o'clock ___.M. on the _____ day of _____, 2021, as Reception No._____.

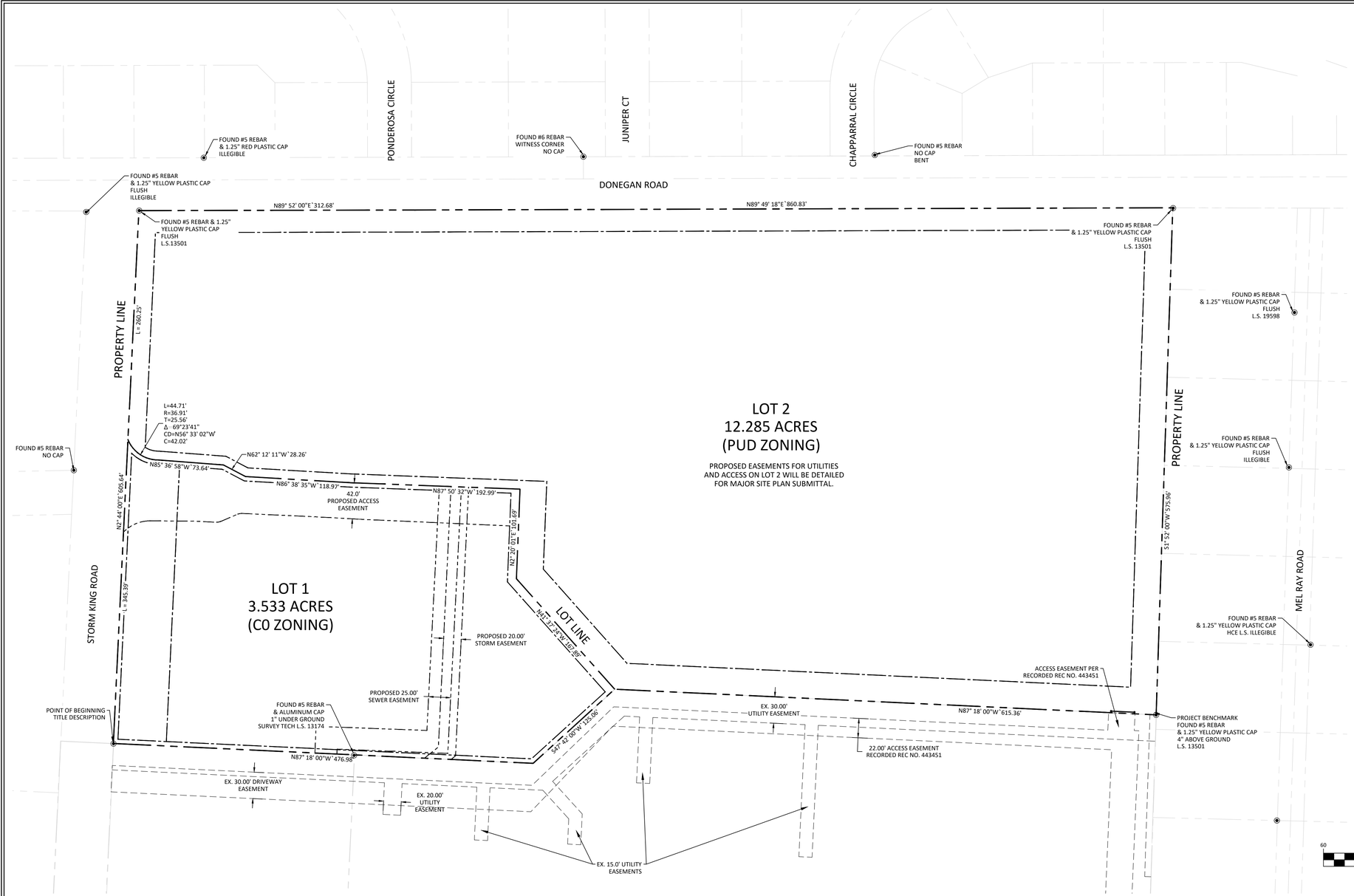
_____
Clerk and Recorder

By_____
Deputy

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

jb 1/25/2021 - 30017 - G:\2020\30017\SURVEY\Survey DWGs\Survey Plots\30017_ANNEX.dwg



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE

NOTES

1) Date of Survey: October 7-28, December 15-18, 2020 & January 5, 8, 14, 2021
2) Date of Preparation: October - December 2020 & January 2021.
3) Basis of Bearing: A bearing of N 89 49'59" E along the south east section line of Section 34, established by the found monuments.
4) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the Title Report prepared by Land Title Guarantee Company, Order No. ABS63014094-2, Effective Date, January 10, 2020 and documents and plats of record as shown in the Source Documents, hereon.
5) Basis of elevation: Project based on Global Position System (GPS) observations from the Continuous Operating Reference Station (CORS) GSC1 utilizing the Continental United States 2012 geoid model (GEOID 12A) CONUS and based the 1988 North American Vertical Datum (NAVD88) and a vertical shift of -4.22 feet as calculated by the North American Vertical Datum Conversion (VERTCON) an online service provided by a subsidy of the National Oceanic Atmospheric Administration (NOAA). Which established all elevations shown heron. Placement benchmarks to be set as requested.
6) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

GENERAL PLAN NOTES:

TITLE DESCRIPTION (THIS SURVEY EDITS/ADDITIONS)

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 89° 13' 08" E 866.63 FEET (N 38°40'53" E 853.45 FEET FIELD) SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 605.64 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE (CONTINUING ALONG SAID RIGHT-OF-WAY) N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID EAST (WEST) LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) S 47° 42' 00" W 125.06 FEET;
THENCE (CONTINUING ALONG SAID NORTH LINE) N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO.

THE SITE IS WITHIN ZONE 'C' OF FEMA FIRM 0800711043C WHICH ARE 'AREAS OF MINIMAL FLOODING'.

LOT 1 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION
WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT OF BEGINNING ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET;
THENCE DEPARTING SAID EAST PARCEL LINE ALONG THE ARC OF A NON TANGENT CURVE TO THE LEFT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS S 56° 33' 02" E 42.02 FEET)
THENCE S 85° 36' 58" E 73.64 FEET;
THENCE S 62° 12' 11" E 28.26 FEET;
THENCE S 86° 38' 35" E 118.97 FEET;
THENCE S 87° 50' 32" E 192.99 FEET;
THENCE S 2° 20' 01" W 101.69 FEET;
THENCE S 41° 37' 24" E 167.89 FEET TO A POINT ON THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL SUBDIVISION;
THENCE ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL S 47° 42' 00" W 125.06 FEET;
THENCE CONTINUING ALONG SAID NORTH LINE N 87° 18' 00" W 476.98 FEET TO THE POINT OF BEGINNING.

SAID LOT 1 CONTAINING 3.533 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
THENCE ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 345.39 FEET TO THE POINT OF BEGINNING;
THENCE CONTINUING ALONG THE EAST LINE OF SAID PARCEL C N 2° 44' 00" E 260.25 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 130;
THENCE ALONG SAID RIGHT-OF-WAY N 89° 52' 00" E 312.68 FEET;
THENCE CONTINUING ALONG SAID RIGHT-OF-WAY N 89° 49' 18" E 860.83 FEET TO THE WEST LINE OF THE MEL-RAY SUBDIVISION;
THENCE ALONG SAID WEST LINE S 1° 52' 00" W 575.96 FEET;
THENCE DEPARTING SAID WEST LINE AND ALONG THE NORTH LINE OF SAID GLENWOOD SPRINGS MALL N 87° 18' 00" W 615.36 FEET;
THENCE DEPARTING SAID NORTH PARCEL LINE N 41° 37' 24" W" 167.89 FEET;
THENCE N 2° 20' 01" E 101.69 FEET;
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THENCE N 62° 12' 11" W 28.26 FEET;
THENCE N 85° 36' 58" W 73.64 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADUIS OF 36.91 FEET AND A CENTRAL ANGLE OF 69° 23' 41", A DISTANCE OF 44.71 FEET (CHORD BEARS N 56° 33' 02" W 42.02 FEET) TO THE POINT OF BEGINNING.

SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

480 DONEGAN
GLENWOOD SPRINGS, COLORADO

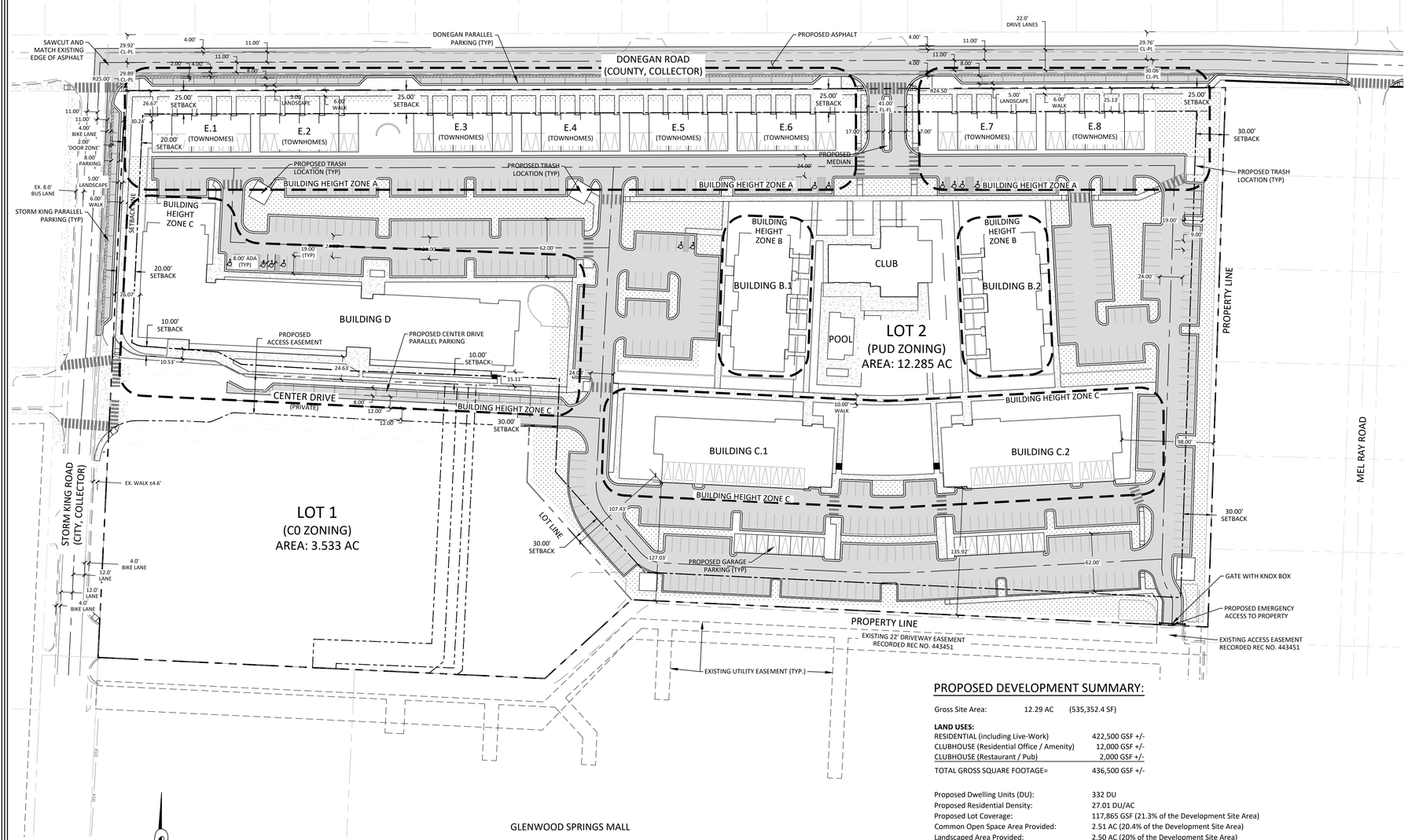
ANNEXATION AND ZONING SUBMISSION

DATE	REVISION

TITLE
CONCEPTUAL PLAT

DRAWING NO.
C-1.3

G:\2020\30017\CIVIL\CIVIL DWGS\PLOT\SHEET SET\30017-CONCEPTUAL PLAT.DWG - Mar 12, 2021 - 8:55am



PROPOSED LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- PROPOSED EASEMENT
- PROPOSED SETBACK
- PROPOSED LOT LINE
- PROPOSED CENTERLINE
- BUILDING ZONE

PUD DEVELOPMENT STANDARDS:

DEVELOPMENT DENSITY

Maximum Gross Residential Density (includes Live-Work Units):	30.0 DU/AC
Maximum Gross Non-Residential (Residential & Clubhouse Amenity Space Only):	14,000 GSF

Uses

Permitted Uses

- Multi-Family Dwelling
- Townhouse Dwelling
- Live-Work Dwelling [2]
- Residential amenities (workout facilities, business center, meeting spaces)
- Restaurant
- Administrative or Professional Office
- Park/Playground/Open Space
- Home Occupation

Prohibited Uses

- Adult and child care facilities
- Adult entertainment establishments
- Maintenance and repair services, including automotive repair
- Marijuana establishments
- Commercial laundry and dry cleaning
- Recreational vehicle park
- Industrial Uses

Uses Requiring Special Review Use Permit

Any use not listed as a permitted or prohibited use

Notes:

1. *The definitions set forth in the Glenwood Springs Municipal Code will apply to the above list of uses.*
2. *Live-work units may provide space for the following non-residential uses Home Occupation, and Administrative / Professional Offices. Other non-residential uses potentially considered within a Live-Work Dwellings will require a special review use permit.*

COMMON OPEN SPACE

Minimum Required: 20% of the Development Site Area

LOT AREA

Lot Area	No minimum
Landscaped Area	20% of Development Site Area

SETBACKS

Minimum Building Setback from Public Streets:

Donegan Road	25 feet from street right-of-way
Storm King Road	20 feet from street right-of-way

Minimum Building Setback from Private Streets:

Center Drive	10 feet from property line

Minimum Building Setback Internal to the Property

Face of Garage	3 feet from drive way
Abutting Properties	30 feet from property line
Building to Building	20 feet from main building face

Minimum Garage Setback from Public Streets:

Donegan Road	30 feet from street right-of-way
Storm King Road	25 feet from street right-of-way

Minimum Side or Rear Parking, Garage, and Dumpster Enclosure Setback

Abutting Properties	10 feet from lot line

Notes:

1. Setbacks are measured from the face of the building to the existing public street right-of-way, edge of drive way or from abutting property lines.
2. Permitted setback encroachments from public streets include the following:
   a. Front porches, stoops and balconies may encroach six(6) feet into the setback.
   b. Porches, slabs, patios, walks and steps may encroach into setback by any amount provided all components of the encroachment are no greater than 36 inches above ground level.
   c. Building roof eaves and other incidental architectural features may encroach 18 inches into setback.
   d. Other exceptions to structures within a setback shall comply with Glenwood Springs Development Code.

BUILDING HEIGHT

Residential Buildings

Zone A [1]	27 Feet
Zone B [2]	43 Feet
Zone C [2]	53 Feet
Interior Non-Residential Building (Clubhouse/Restaurant) [2]	38 Feet
Freestanding Garages [2]	25 Feet

Notes:

1. *Height shall be measured as the vertical distance above the finished grade along the building face oriented to Donegan Road to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.*
2. *Height shall be measured as the vertical distance above the finished grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the midpoint of the highest gable of a pitched or hipped roof.*

PARKING

Minimum Required Parking:

Residential

Dwelling: Live-Work	1.0 SP/DU
Dwelling: Townhouse	1.5 SP/DU
Dwelling: Multifamily	1.5 SP/DU
Guest Parking [1]	1.0 SP/5 DU

Non-Residential

Restaurant	1 SP/200 SF
Office & Amenity	1 SP/1,000 SF

Notes:

1. *Guest Parking applies to Dwelling: Townhouse and Multifamily Uses Only (Table 030.1: Table of Allowed Uses)*

OTHER

Snow Storage Areas:

A. Snow may be stored in landscape areas and parking areas provided that accumulated snow does not restrict access and circulation and is not stored in a manner to obscure sight lines at driveways, sidewalks, or other access points to public or private rights-of-way or fire lanes.
B. No minimum amount of additional snow storage area is required. Up to ten (10) percent of the required off-street parking spaces and one hundred (100) percent of those parking spaces in excess of those required under this PUD may be used as snow storage.
C. Public rights-of-way shall not be used for snow storage.

Application of City of Glenwood Development Standards: Unless modified by this PUD, the Development Standards set forth in Article 070.040 of the Glenwood Springs Municipal Code, as amended from time to time, including, but not limited to, residential, non-residential, and mixed-use site and building design standards, as applicable, shall apply to this PUD.

PROPOSED DEVELOPMENT SUMMARY:

Gross Site Area:	12.29 AC	(535,352.4 SF)

LAND USES:

RESIDENTIAL (including Live-Work)	422,500 GSF +/-
CLUBHOUSE (Residential Office / Amenity)	12,000 GSF +/-
CLUBHOUSE (Restaurant / Pub)	2,000 GSF +/-
TOTAL GROSS SQUARE FOOTAGE=	436,500 GSF +/-

Proposed Dwelling Units (DU):	332 DU
Proposed Residential Density:	27.01 DU/AC
Proposed Lot Coverage:	117,865 GSF (21.3% of the Development Site Area)
Common Open Space Area Provided:	2.51 AC (20.4% of the Development Site Area)
Landscaped Area Provided:	2.50 AC (20% of the Development Site Area)

Minimum Required Parking:

Residential	*Quantity*	*Rate*	*Required Spaces*
Dwelling: Live-Work	13 DU	1.0 SP/DU	13 Spaces
Dwelling: Townhouse	40 DU	1.5 SP/DU	60 Spaces
Dwelling: Multifamily	279 DU	1.5 SP/DU	419 Spaces
Guest Parking	319 DU	1.0 SP/5 DU	64 Spaces
Subtotal			*556 Spaces*
Non-Residential			
Restaurant	2,000 SF	1 SP/200 SF	10 Spaces
Subtotal			*10 Spaces*
		Total Required	**566 Spaces**

Notes:

1. *Guest Parking applies to Dwelling: Townhouse and MultifamilyUses Only(Table 030.1 Table of Allowed Uses)*

Proposed Parking:

On-Site Parking	
Surface Parking Lot	445 Spaces
Center Street	14 Spaces
Freestanding Garages	16 Spaces
Integral Garages	104 Spaces
On-Site Parking Provided:	**579 Spaces[1]**

Notes:

1. *On-site parking includes 14 accessible parking spaces.*

NOTE: FINAL BUILDING GROSS SQUARE FOOTAGES, DESIGN, AND SITE LAYOUT/CONFIGURATION ARE CONCEPTUAL AND SUBJECT TO REFINEMENT AT THE TIME OF MAJOR SITE / ARCHITECTURAL PLAN REVIEW.

LEGEND:

SNOW STORAGE AREA:

GENERAL PLAN NOTES:

LOT 2 DESCRIPTION:

A TRACT OF LAND SITUATED IN SECTION 6, TOWNSHIP 6 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF THE GLENWOOD SPRINGS MALL SUBDIVISION WHENCE THE WITNESS CORNER TO THE S1/4 CORNER OF SECTION 34, TOWNSHIP 5 SOUTH, RANGE 89 WEST OF THE 6TH P.M. BEARS N 38°40'53" E 853.45 FEET SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT PARCEL DESCRIBED AS PARCEL C IN BOOK 1205 AT PAGE 589 IN THE OFFICE OF THE GARFIELD COUNTY CLERK AND RECORDER;
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SAID LOT 2 CONTAINING 12.285 ACRES, MORE OR LESS

COUNTY OF GARFIELD
STATE OF COLORADO.

NORTH

GRAPHIC SCALE

60 0 30 60 120 240

(IN FEET)
1 inch = 60 ft.

811 Know what's below. Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970)-704-0313

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	03/12/2021	
JOB NO.	30017	

GLENWOOD APARTMENTS
GLENWOOD SPRINGS, COLORADO

ANNEXATION AND ZONING SUBMISSION

DATE	REVISION
07/09/21	1-TOWNHOMES ON DONEGAN

TITLE

LOT 2 PUD PLAN

DRAWING NO.

C-1.2

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