



AGENDA
CITY OF GLENWOOD SPRINGS
REGULAR CITY COUNCIL MEETING
SEPTEMBER 16, 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: Sep 16, 2021 5:30 PM Mountain Time (US and Canada)
Work sessions starts at 3:00 pm.

Topic: 2021/09/16 Regular Council Meeting

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/85766819376>

Or One tap mobile :

US: +12532158782,,85766819376# or +13462487799,,85766819376#

Or Telephone:

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

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

Webinar ID: 857 6681 9376

International numbers available: <https://us02web.zoom.us/j/kdA6c8PYRO>

WORK SESSION

3:00 pm	2. Agenda Review	Information/Discussion
	3. 2022 Budget Work Session	Information/Discussion
	-Bus Tax	
	-Airport	
	-General Fund	
	-Fire/EMS	
	-Capital Projects	
	-A&I	
	-Fleet Fund	
	-Conservation Trust	
	-Tourism	

REGULAR SESSION

- | | | | |
|---------|-----|---|--------------------------|
| 5:30 pm | 4. | <p>An executive session pursuant to CRS 24-6-402(4)(a)(b) and (e) for the purposes of:</p> <p>A conference with the City Manager and City Attorney to discuss the purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interest and to determine positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators more specifically related to transitional housing.</p> <p>A conference with the City Attorney for the purposes of receiving legal advice on specific legal questions more specifically conflicts of interest.</p> | Information/Discussion |
| 6:15 pm | 5. | Roll Call | |
| | 6. | Pledge of Allegiance | |
| | 7. | Agenda Changes & Conflicts | |
| | 8. | Citizens Appearing Before Council (for items not on the Agenda-comments limited to 3 minutes) | |
| | 9. | Council Comments | |
| | 10. | Consent Agenda | |
| | | <p><i>All matters under consent are considered to be routine and will be enacted by one motion and vote. The titles will not be read aloud. There will be no separate discussion on these items unless a Councilmember or Audience Member so requests.</i></p> | |
| | A. | BD2019-013 Confluence Master Developer - Determination not to award | Discussion and/or Action |
| | B. | City Manager Contract Extension | Discussion and/or Action |

ACTIONS AND/OR PRESENTATIONS

- | | | |
|-----|--|--------------------------|
| 11. | Proclamation for the Police Department: Dedication to Service | Discussion and/or Action |
| 12. | Planning Item 20-21 - Consideration of a Major Site/Architectural Plan Review application for the construction of a 40 unit multi-family development in a single building. | Discussion and/or Action |
| 13. | Award of Contract for Planning Services for the Comprehensive Plan Update and Appointment of a Project Steering Committee | Discussion and/or Action |
| 14. | VALE Board Appointments | Discussion and/or Action |
| 15. | Detox Update and Budget Request | Discussion and/or Action |
| 16. | Southbridge - Jacobs Design Contract Amendment | Discussion and/or Action |
| 17. | Local Match for Hanging Lake Trail Restoration | Discussion and/or Action |
| 18. | Affordable Housing Manager and Budget | Discussion and/or Action |
| 19. | Ordinance 11, Series 2021 amending sections 090.040.070, 090.040.080 and 100.070.030 related to Snow Removal, Leaves in the Right of Way, and Snow Plowing and Street Sweeping | Discussion and/or Action |
| 20. | Resolution 2021-24 Temporarily Suspending Renewal Provisions of Accessory Tourist Rentals and Short Term Rentals in the City | |

21. Report from City Administration

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

Information/Discussion

22. Adjournment



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: An executive session pursuant to CRS 24-6-402(4)(a)(b) and (e) for the purposes of:

A conference with the City Manager and City Attorney to discuss the purchase, acquisition, lease, transfer, or sale of any real, personal, or other property interest and to determine positions relative to matters that may be subject to negotiations; developing strategy for negotiations; and instructing negotiators more specifically related to transitional housing.

A conference with the City Attorney for the purposes of receiving legal advice on specific legal questions more specifically conflicts of interest.

Action Requested: NA

Department: Attorney

Presented By: Glenwood Springs Legal, Legal

Background Info: NA

Issues: NA

Staff Recommendation: NA



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: BD2019-013 Confluence Master Developer - Determination not to award

Action Requested: Close out the BD2019-013 Confluence Master Developer RFQ without award.

Department: Economic and Community Development

Presented By: Jennifer Ooton, Assistant City Manager

Background Info: The purpose of the Request for Qualifications was to find a qualified, visionary development partner to participate in the City of Glenwood Springs' efforts to develop approximately 12.2 acres of land located at the Confluence of the Colorado and Roaring Fork rivers.

In all, the City received seven responses that were reviewed by a panel comprising representatives from the City's Community Development, Engineering, and Parks and Recreation Departments, and the Downtown Development Authority. Three teams were ultimately interviewed by City Council and a presentation was made by consultants who had worked on the Moving Forward Together U.S. EPA Area Wide Plan in early 2020 before the start of the coronavirus pandemic. A top finalist was never selected, however.

Due to the length of time since the initial release of the RFQ process, staff is recommending that Council not award BD2019-013.

Additionally, staff would recommend that a new process be identified for the future, following the Comprehensive Plan rewrite and the completion of a land exchange with the School District.

Over the past two years, staff has continued to work on a land exchange with the Roaring Fork School District that would allow a portion of the centrally located Vogelaar Park property to be used for a housing development. The city and the School District in 2016 entered into an agreement for the City to take possession of approximately half of the 4.7 acre Vogelaar Park site, in exchange for land that was previously used for the city's recycling center. The two entities are still working to convert the Vogelaar Park's 6F designation to another site. Federal law requires 6F parkland remain permanently dedicated to outdoor recreation unless the designation can be shifted to another equivalent property. Colorado Parks and Wildlife in August 2021 indicated they are preparing a submittal for the conversion to the Parks Service.

Issues: NA

Staff Recommendation: Close out the BD2019-013 Confluence Master Developer RFQ without award.



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: City Manager Contract Extension

Action Requested: Execute contract extension

Department: Attorney

Presented By:

Background Info: Manager contract comes up for renewal each year.

Issues: Amount and term based on peer communities and performance.

Staff Recommendation: Staff supports renewal.

SIXTH AMENDMENT TO EMPLOYMENT AGREEMENT

This SIXTH AMENDMENT TO EMPLOYMENT AGREEMENT is made this 16th day of September 2021, by and between the City of Glenwood Springs, Colorado (hereinafter “Employer” or the “City”), and Debra M. Figueroa (hereinafter “Employee” or “City Manager”).

WHEREAS, the City and Employee entered into an Employment Agreement on May 9, 2016 (the “Employment Agreement”), a First Amendment to Employment Agreement in February 2017, a Second Amendment to Employment Agreement in November 2017, a Third Amendment to Employment Agreement in May 2019, a Fourth Amendment to Employment Agreement in April 2020 and a Fifth Amendment to Employment Agreement in September 2020; and

WHEREAS, Section IV. A. of the Employment Agreement provides “Compensation shall be reviewed annually as provided for in Section III.A. above”; and

WHEREAS, such review has been conducted and the parties wish to increase the Employee’s salary to \$184,000; and

WHEREAS, the parties acknowledge the increasing cost of housing within the City and wish to provide a housing allowance of \$2,000 per month to the employee; and

WHEREAS, pursuant to the Fifth Amendment to Employment Agreement, Employee’s Third Extended Term expires on December 31, 2022; and

WHEREAS, the City and Employee desire to extend the Third Extended Term for an additional three years until December 31, 2025; and

NOW THEREFORE, in consideration of the promises and covenants contained herein, the parties agree as follows:

1. Extended Term of Employment. The Third Extended Term set forth in the Fifth Amendment to Employment Agreement shall be further extended until December 31, 2025 (“Fourth Extended Term”). Six months prior to the end of the Fourth Extended Term, City Council and Employee shall determine whether to renew the Employment Agreement, as amended, for an additional two years.

2. Compensation. The Compensation referenced in Section IV.A. of the Employment Agreement, as amended, shall be increased to \$184,000 effective August 1, 2021.

3. Housing Allowance. Employee shall receive a \$2,000 per month housing allowance effective August 1, 2021.

4. All other terms and conditions of the Employment Agreement, as amended, shall remain unchanged.

IN WITNESS WHEREOF, the parties have executed this Sixth Amendment to Employment Agreement as of the date first above written.

EMPLOYER:
CITY OF GLENWOOD SPRINGS,
COLORADO

EMPLOYEE:

By: _____
Jonathan Godes, Mayor

Debra M. Figueroa

ATTEST:

City Clerk/Deputy City Clerk



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: Proclamation for the Police Department: Dedication to Service

Action Requested: Mayor to read proclamation.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: NA

Issues: NA

Staff Recommendation: NA

Proclamation of the City of Glenwood Springs

Whereas, “Zeus”, was born on October 20, 2008, Zeus is a German Shepherd/Belgian Malinois mix imported from Slovenia and joined the Police Department in 2010. He was trained and owned by Glenwood Springs Police Department Officer Blake Gobbo; and

Whereas, Zeus, was a valuable member of the Glenwood Springs Police Department and during his career had over 100 “arrests”, including the numerous criminals who surrendered immediately upon hearing Zeus coming to search for them. He has been deployed to assist several agencies with Garfield County which included over 220 deployments throughout his career.

In 2019 Officer Globbo and Zeus were named K-9 Team of Year best patrol arrest by the Colorado Police Canine Association. This was for the apprehension of a suspect with multiple felony warrants for charges of assaulting a police officer and felony menacing. He was located hiding in a residence closet concealed with blankets and apprehended.

Most notably was his involvement weeks before his retirement in West Glenwood. He assisted in apprehending an armed domestic violence suspect. The previously convicted felon had been threatening to kill his significant other by displaying two knives and threatening suicide by cop after a search/track with other officers and

Whereas, the Glenwood Springs Police Department has benefited from Zeus’s work by using his keen smell to locate suspects who concealed themselves while sparing officers from dangerous and often time intensive searches.

Whereas, Zeus retired from full service on April 22, 2021 and will continue to live with his handler and family. Zeus is cared for as an integral member of the family; and

Whereas, Glenwood Springs Police Department has lost a valuable member and resource in keeping our Officers and community members safe and

NOW, THEREFORE, I, Jonathan Godes, Mayor of the City of Glenwood Springs, and on behalf of the entire City Council as Mayor, wish to express our sincere appreciation to Zeus

for his dedication and service to the citizens of Glenwood Springs.

Mayor Jonathan Godes



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: Planning Item 20-21 - Consideration of a Major Site/Architectural Plan Review application for the construction of a 40 unit multi-family development in a single building.

Action Requested:

REQUEST	Consideration of a Major Site/Architectural Plan Review application for the construction of a 40 unit multi-family apartment building.
APPLICANT	RealAmerica LLC
OWNER	Halle Properties, LLC
LOCATION	51537 Hwy 6 & 24
ZONE	M1 - Mixed Use Corridor
SURROUNDING LAND USES	North and West - Multi-Family Residential South and East - Commercial
LOT SIZE	1.29 acres

Department: Economic and Community Development

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

Background Info: Mountain View Flats is a 40 unit multifamily apartment project in the M1 - Mixed Use Corridor zone. Applicant Materials are included as attachments to this report. A full analysis of the project is included in attachment 14. P&Z Staff Report.

The Planning and Zoning Commission reviewed the application at the regularly scheduled August 24, 2021 meeting. Draft minutes on the discussion are included as attachment number 15 to this staff report.

Planning and Zoning Commission recommended approval of Planning Item 20-21 Major Site/Architectural Plan Review with a vote of 7-0 in favor.

The discussion with the Commission led the applicant to submit a site plan addendum including the following changes:

- A revised landscape plan illustrating the requested change to the site showing realignment of the sidewalk running on the west edge of the property to create a straight line rather than with a jog toward the building.
- Revised retaining wall layout.
- Tables and seating with a gas grill added to the landscape plan.
- A revised site layout from Roaring Fork Engineers showing the sidewalk update and retaining wall revision.

These changes from the applicant are included in attachment 16. Supplemental Information to City Council.

Staff notes that the realignment of the sidewalk to facilitate pedestrian movements between the properties, occurs within a 35 foot private access agreement and is subject to meeting the obligations of said agreement. The City is not a party to, nor does it enforce the private agreement.

Issues: NA

Staff Recommendation: Staff and Planning and Zoning Commission recommend approval with conditions of Planning Item 20-21 for the construction of a 40 unit multi-family development.

A list of motions is attached with the suggested findings and recommended conditions.

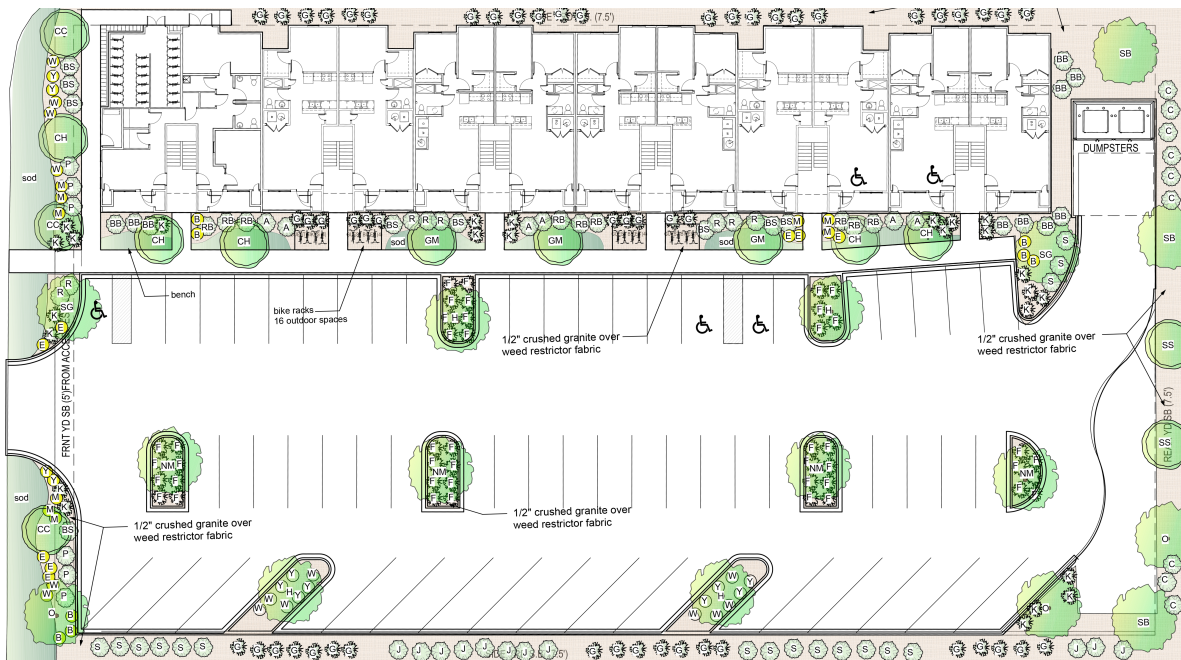
Mountain View Flats

Glenwood Springs, Colorado

Block 1, Lot 2, Halle Tract Minor Subdivision

Parcel ID# 218505341002

Major Site/Architectural Plan Review



Prepared June 29, 2021, for:

RealAmerica Companies

8250 Dean Road

Indianapolis, IN 46240

Prepared by:

The Land Studio, Inc.

365 River Bend Way

Glenwood Springs, CO 81601

Phone: (970) 927-3690

landstudio2@comcast.net

MountainView Flats

Table of Contents

PROJECT TEAM	3
PLANNING APPLICATION.....	4
PROJECT DESCRIPTION.....	4
OWNERSHIP	4
PUBLIC NOTICE	4
CODE COMPLIANCE.....	10
070.020.130: ZONE DISTRICT, MIXED USE CORRIDOR (M1) DISTRICT.....	10
070.030.020: TABLE OF ALLOWED USES	10
070.040.030 (E): SITE DEVELOPMENT AND IMPROVEMENT STANDARDS	10
070.040.030 (G): DEDICATIONS AND IMPACT FEES	11
070.040.040: COMMON OPEN SPACE	11
070.040.050 (C): LANDSCAPING, SCREENING, AND FENCING.....	12
070.040.060 (H) 6: PARKING AREA LANDSCAPING	12
070.040.060 (C): OFF-STREET PARKING AND LOADING.....	12
070.040.060 (F): BICYCLE PARKING	13
070.040.080: RESIDENTIAL SITE AND BUILDING DESIGN	13
070.040.100 (F): EXTERIOR LIGHTING, GENERAL LIGHTING REQUIREMENTS	15
070.040.120: AFFORDABLE AND WORKFORCE HOUSING.....	15
070.060.030: NEIGHBORHOOD MEETING	15
EXHIBITS.....	16
A. TITLE POLICY AND WARRANTY DEEDS AND AGREEMENT TO AMEND/EXTEND	
B. GEOLOGIC AND GEOTECHNICAL INVESTIGATION	
C. TRAFFIC IMPACT STUDY	
D. NOTICE OF DECISION – PARKING REDUCTION	
E. CIVIL ENGINEERING PLAN SET AND DRAINAGE REPORT	
F. ARCHITECTURAL PLAN SET	
G. LANDSCAPE PLAN AND OPEN SPACE STUDY	
H. SITE LIGHTING PLAN AND CALCULATIONS	
I. NEIGHBORHOOD MEETING INFORMATION	

Project Team

Owner

Halle Properties, LLC
20225 North Scottsdale Road
Scottsdale, AZ. 85255

Developer

RealAmerica Companies
Mike Surak
Development Associate
8250 Dean Road
Indianapolis, IN 46240
317.815.5929 O
317.680.2443 D
317.815.5930 F
317.417.3007 M
msurak@realamericallc.com

Land Planner/Landscape Architect

The Land Studio, Inc.
Doug and Julie Pratte
365 River Bend Way
Glenwood Springs, CO 81601
970.927.3690 O
970.948.6033 M
landstudio2@comcast.net

Architect

RealAmerica Companies
Bruce Berry
Director of Design
8250 Dean Road
Indianapolis, IN 46240
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bberry@realamericallc.com

Civil Engineer

Roaring Fork Engineering
Anthony Alfini, PE
Project Engineer
592 Highway 133
Carbondale, CO 81623
970.340.4130 O
866.876.5873 F
970.618.7073 M
anthonya@rfeng.biz

Traffic Engineer

McDowell Engineering
Greg Schroeder, PE
Senior Transportation / Traffic Engineer
241 Broadway Street, Suite 202
PO Box 4259
Eagle, CO 81631
970.948.1376 M
greg@mcdowelleng.com

Planning Application

Project Description

The subject property on which the project is proposed is Lot 2, Block 1 of the Halle Tract Minor Subdivision, in the City of Glenwood Springs, CO 81601. The site is approximately 1.294 acres in size and is zoned Mixed Use Corridor (M1). The property is more commonly known as the vacant property north of Discount Tire on Hwy 6 & 24. The site is currently owned by Halle Properties LLC and RealAmerica Development has the property under contract to purchase and develop. MountainView Flats will be transit-oriented development (TOD) as the property is within 590 feet of two RFTA bus stops.

MountainView Flats is a planned 40-unit market-rate apartment building. The three and four-story building will total approximately 40,858 sq. ft. and have a mix of 14 one-bedroom apartments and 26 two-bedroom apartments. Eight of the apartments will be deed restricted for Resident Occupied Community Housing and four of these apartments will be deed restricted to households with incomes no higher than 80-100% AMI. Each apartment will feature an in-unit washer and dryer, central air conditioning, exterior storage, patio/balcony (all with south facing views of Red Mountain), luxury vinyl plank flooring, and walk-in closets. Building amenities will include a community room with dedicated “Zoom meeting rooms” (i.e. computer center), ski lockers, bike storage room, pet spa.

The building’s foundation will be a slab on grade with beam footings around the perimeter with internal bearing walls supported by thickened slab. Exterior building materials will be a combination of stone veneer and board-batten panels, corrugated metal siding, vinyl windows, decorative wood timber features, and architectural (dimensional) shingles for the roof.

MountainView Flats will provide bicycle parking for our residents beyond what is required per Code. The bicycle parking will be located in the building’s common area bicycle room and at the bike racks located in front of the building.

Ownership

Halle Properties, LLC is the owner of the property. Special Warranty Deeds and a Title Commitment are included as an Exhibit to this Application as proof of ownership.

Public Notice

Notice will be mailed to property owners within 300 feet and the mineral owners and lessees on the property. The following neighboring property owner list was taken from Garfield County Land Explorer on June 23, 2021. The mineral affidavit is also attached after the neighboring property owner list.

**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	
RealAmerica Development, LLC		Halle Properties, LLC	
Relationship to Owner		Owner	
Developer and Purchaser of property owned by Halle Properties, LLC.			
Applicant Address		Owner Address	
8250 Dean Road	Indianapolis, IN 46240	20225 N. Scottsdale Road	Scottsdale, AZ 85255
Phone 317-815-5929	Email Address msurak@realamericallc.com	Phone	Email Address

Property Information:	
Address	Parcel Number
TBD - Directly north of Discount Tire - 51537 Hwy 6, Glenwood Springs, CO 81601	218505341002
Subdivision	Lot and Block Number
Halle Tract Minor Subdivision	Lot 2, Block 1
Zone District - Mixed Use Corridor (M1)	Existing Land Use

General Project Description:
RealAmerica Development, LLC is submitting a major site/architectural review application for a 40-unit multifamily development. The project will be a single, four-story, building with community space and surface parking.

Signatures:		
The owner or applicant must be present at the hearing. All public hearings must be properly 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		06/28/2021
	Applicant	Date
		6/28/2021
	Owner	Date

Parcel	Physical Address	Owner	Account Num	Mailing Address
2.18505E+11	128 135 COUNTY RD GLENWOOD SPRINGS	BARBER, RUTH E	R020024	PO BOX 1035 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51579 6 & 24 HWY GLENWOOD SPRINGS	PRETTI, JOHN J TRUST	R020394	205 MAYCOX AVENUE NORFOLK, VA 23505-3418
2.18505E+11	62 135 COUNTY RD GLENWOOD SPRINGS	TB AND SB LLC	R020409	PO BOX 1931 GLENWOOD SPRINGS, CO 81602
2.18505E+11	129 135 COUNTY RD GLENWOOD SPRINGS	ARBANEY ENTERPRISES LLC	R020178	7843 COUNTY ROAD 117 GLENWOOD SPRINGS, CO 81601
2.18505E+11	119 135 COUNTY RD GLENWOOD SPRINGS	MUHME, CLARENCE A	R020076	119 COUNTY ROAD 135 GLENWOOD SPRINGS, CO 81601
2.18505E+11	105 135 COUNTY RD GLENWOOD SPRINGS	MULLINS, KEVIN & GURULE, RENA	R020065	0105 COUNTY ROAD 135 GLENWOOD SPRINGS, CO 81601
2.18505E+11	91 135 COUNTY RD GLENWOOD SPRINGS	MAGUIRE, JAMES DANIEL	R020063	PO BOX 275 CARBONDALE, CO 81623
2.18505E+11	75 135 COUNTY RD GLENWOOD SPRINGS	JEFFERS, GEORGE S REV LIVING TRUST	R020143	5724 LONG DRIVE GRANBURY, TX 76049
2.18505E+11	51457 6 & 24 HWY GLENWOOD SPRINGS	REY, E ALLYN	R020397	0033 SUNLIGHT COURT GLENWOOD SPRINGS, CO 81601
2.18505E+11	84 135 COUNTY RD GLENWOOD SPRINGS	PALMER, CHRISTOPHE & REBECCA	R020059	PO BOX 1398 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51637 6 & 24 HWY GLENWOOD SPRINGS	THUNDER RIVER LODGE INC	R100051	0721 COUNTY ROAD 170 CARBONDALE, CO 81623
2.18505E+11	51413 6 & 24 HWY GLENWOOD SPRINGS	VILLAGE GREEN, LLC	R530034	550 LAZY CHAIR RANCH ROAD ASPEN, CO 81611-3550
2.18505E+11	51429 6 & 24 HWY GLENWOOD SPRINGS	KIP HAMPDEN LLP	R042088	51429 HIGHWAY 6 & 24 GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #A1 GLENWOOD SPRINGS	MOSENZ, MIKHAIL	R020336	PO BOX 9434 ASPEN, CO 81621
2.18505E+11	51519 6 & 24 HWY #A2 GLENWOOD SPRINGS	GORMAN, DONALD J & LESLEY	R020337	1021 PARK WEST DRIVE GLENWOOD SPRINGS, CO 81601-4504
2.18505E+11	51519 6 & 24 HWY #A3 GLENWOOD SPRINGS	YOAS, GREGORY A	R020286	2808 JEREMES LANDING PLANO, TX 75075-1542
2.18505E+11	51519 6 & 24 HWY #A4 GLENWOOD SPRINGS	KOVELESKI, ANN	R020338	PO BOX 2543 BASALT, CO 81621
2.18505E+11	51519 6 & 24 HWY #A5 GLENWOOD SPRINGS	TAYLOR, JULISSA O	R020241	1605 GRAND AVENUE SILT, CO 81652
2.18505E+11	51519 6 & 24 HWY #A6 GLENWOOD SPRINGS	STONE, KAREN E & JOSHUA	R020339	51519 HIGHWAY 6 & 24 #A6 GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #A7 GLENWOOD SPRINGS	CAZARES, JOSE LUIS	R020361	51519 HIGHWAY 6 & 24 #7A GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #A8 GLENWOOD SPRINGS	GORMAN, DONALD J & LESLEY	R020340	1021 PARK WEST DRIVE GLENWOOD SPRINGS, CO 81601-4504
2.18505E+11	51519 6 & 24 HWY #A9 GLENWOOD SPRINGS	GREMILLION, REBECCA L	R020341	PO BOX 1916 CARBONDALE, CO 81623
2.18505E+11	51519 6 & 24 HWY #A10 GLENWOOD SPRINGS	MACFEE, THOMAS J	R020342	PO BOX 1441 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #A11 GLENWOOD SPRINGS	BAILLES, GABRIELLE	R020343	711 E VALLEY ROAD #101 BASALT, CO 81621
2.18505E+11	51519 6 & 24 HWY #A12 GLENWOOD SPRINGS	WOOLLEY, MICHAEL D	R020081	75 COUNTY ROAD 135 GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #A14 GLENWOOD SPRINGS	LOGEPOLE GROUP, LLC THE	R020344	1015 E HYMAN AVENUE #3 ASPEN, CO 81611
2.18505E+11	51519 6 & 24 HWY #A15 GLENWOOD SPRINGS	WISNIEWSKA, IRENA	R020345	162 W 6TH STREET GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #A16 GLENWOOD SPRINGS	VIERNELLER, BRAD	R020346	PO BOX 904 GLENWOOD SPRINGS, CO 81602-0904
2.18505E+11	51519 6 & 24 HWY #A17 GLENWOOD SPRINGS	KENNEDY, ROBERT & DEBRA & ROARING FORK PROPERTY MAN	R020347	0489 COUNTY ROAD 112 CARBONDALE, CO 81623
2.18505E+11	51519 6 & 24 HWY #A18 GLENWOOD SPRINGS	EATON, JOHN K REVOCABLE TRUST & EATON, SUSAN REVOCAB	R020001	48 HOPI CARBONDALE, CO 81623-8723
2.18505E+11	Not available			
2.18505E+11	51519 6 & 24 HWY #B20 GLENWOOD SPRINGS	COX, MATTHEW S & SETH B	R020271	51519 HIGHWAY 6 & 24 #B20 GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #B21 GLENWOOD SPRINGS	HOHL, MILDRED A	R020100	PO BOX 2701 BASALT, CO 81621
2.18505E+11	51519 6 & 24 HWY #B22 GLENWOOD SPRINGS	STONE, JAMES T	R020242	BOX 3403 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #B23 GLENWOOD SPRINGS	KENNEDY, DEBRA & ROBERT J	R020310	0489 COUNTY ROAD 112 CARBONDALE, CO 81623
2.18505E+11	51519 6 & 24 HWY #B24 GLENWOOD SPRINGS	GARCIA, FARIA, ARCELIA	R020014	PO BOX 9453 ASPEN, CO 81623
2.18505E+11	51519 6 & 24 HWY #B25 GLENWOOD SPRINGS	RAMIEL, LARRY & LESLEY	R020255	217 CABALLO STREET CARBONDALE, CO 81623-9799
2.18505E+11	51519 6 & 24 HWY #B26 GLENWOOD SPRINGS	SIBLEY, SUSANNE THELMA	R020046	PO BOX 506 VAIL, CO 81658-0506
2.18505E+11	51519 6 & 24 HWY #B27 GLENWOOD SPRINGS	PEREZ, JESUS	R020270	PO BOX 1668 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #B28 GLENWOOD SPRINGS	BOGNER, ELIZABETH C	R020004	2401 TULIP STREET LONGMONT, CO 80501
2.18505E+11	51519 6 & 24 HWY #B29 GLENWOOD SPRINGS	OSEGUERA IZAGUIRRE, YOVANI	R020365	51519 HIGHWAY 6 & 24 GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #B30 GLENWOOD SPRINGS	GLENWOOD 22ND LLC	R020016	PO BOX 908 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #B31 GLENWOOD SPRINGS	HARPER, LYNN AS TRUSTEE OF THE LYNN HARPER FAMILY TRUS	R020187	141 SUBURBIA AVENUE SANTA CRUZ, CA 95062-1249
2.18505E+11	51519 6 & 24 HWY #B32 GLENWOOD SPRINGS	VEGA, NOEL	R020117	98 GARFIELD AVE #11 CARBONDALE, CO 81623
2.18505E+11	51519 6 & 24 HWY #B33 GLENWOOD SPRINGS	LOYA, ILDEFONSO & GILBERTO	R020124	PO BOX 906 GLENWOOD SPRINGS, CO 81602-0906
2.18505E+11	51519 6 & 24 HWY #B34 GLENWOOD SPRINGS	GLENWOOD 22ND LLC	R020280	PO BOX 908 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #B35 GLENWOOD SPRINGS	GARCIA, JOSE CELIO & GARCIA VELETA, MARIA I & EDGAR MISA	R020313	PO BOX 2573 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #B36 GLENWOOD SPRINGS	STANLEY, DARRELL DEE & MYRTLE EILEEN	R020122	213 PINE GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #B37 GLENWOOD SPRINGS	37 VALLEY VIEW WEST LLC	R020126	129 MAPLE LANE ASPEN, CO 81611
2.18505E+11	51519 6 & 24 HWY #C38 GLENWOOD SPRINGS	GLENWOOD 22ND LLC	R020041	PO BOX 908 GLENWOOD SPRINGS, CO 81602
2.18505E+11	51519 6 & 24 HWY #C39 GLENWOOD SPRINGS	CONN, LAURIE A	R020022	9111 TRACY COURT #4 BOCA RATON, FL 33496

2.18505E+11	51519 6 & 24 HWY #C40	GLENWOOD SPRINGS	PORRAS, PEDRO RIVERA	R020042	51519 HIGHWAY 6 & 24 #C40	GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #C41	GLENWOOD SPRINGS	COLANERI, JUDITH LUCIA	R020184	PO BOX 8653 ASPEN, CO 81612	
2.18505E+11	51519 6 & 24 HWY #C42	GLENWOOD SPRINGS	MENENDEZ, IVE B	R020314	51519 HWY 6 & 24, UNIT C42	GLENWOOD SPRINGS, CO 81601
2.18505E+11	51519 6 & 24 HWY #C43	GLENWOOD SPRINGS	GLENWOOD 22ND LLC	R020229	PO BOX 908 GLENWOOD SPRINGS, CO 81602	
2.18505E+11	51519 6 & 24 HWY #C44	GLENWOOD SPRINGS	JSE VENTURES LLC	R020237	48 HOPI CARBONDALE, CO 81623	
2.18505E+11	51519 6 & 24 HWY #C45	GLENWOOD SPRINGS	I G ENTERPRISES LLC	R020329	525 W 12TH STREET GLENWOOD SPRINGS, CO 81601	
2.18505E+11	51519 6 & 24 HWY #C46	GLENWOOD SPRINGS	MERLOS, DOLORES LORENA	R020317	PO BOX 732 GLENWOOD SPRINGS, CO 81602-0732	
2.18505E+11	51519 6 & 24 HWY #C47	GLENWOOD SPRINGS	ESPARZA, EUSEBIO & SANCHEZ, MAURILIA	R020312	PO BOX 1031 CARBONDALE, CO 81623	
2.18505E+11	51519 6 & 24 HWY #C48	GLENWOOD SPRINGS	FAY, JOHN WAYNE & MARIA N	R020164	PO BOX 2344 BASALT, CO 81621	
2.18505E+11	51519 6 & 24 HWY #C49	GLENWOOD SPRINGS	LODGEPOLE GROUP, LLC, THE	R020191	1015 E HYMAN AVENUE #3 ASPEN, CO 81611	
2.18505E+11	51519 6 & 24 HWY #C50	GLENWOOD SPRINGS	JJWALSH 51519 V LLC	R020128	5532 LA PLATA CIRCLE BOULDER, CO 80301	
2.18505E+11	51519 6 & 24 HWY #C51	GLENWOOD SPRINGS	GLENWOOD 22ND LLC	R020058	PO BOX 908 GLENWOOD SPRINGS, CO 81602	
2.18505E+11	51519 6 & 24 HWY #C52	GLENWOOD SPRINGS	HUNTER, RAE ANN & PATRICK J	R020084	1131 COUNTY ROAD 106 CARBONDALE, CO 81623-2391	
2.18505E+11	51519 6 & 24 HWY #C53	GLENWOOD SPRINGS	GREMILLION, REBECCA L	R020047	PO BOX 639 CARBONDALE, CO 81623	
2.18505E+11	51519 6 & 24 HWY	GLENWOOD SPRINGS	VALLEY VIEW WEST CONDOMINIUMS, INC	R020441	51519 HIGHWAY 6 & 24 #48 GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #A	GLENWOOD SPRINGS	STARKEY, JEREMIAH & KERRI	R041536	110 COUNTY ROAD 135 #A GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #B	GLENWOOD SPRINGS	POLOWCHENA, PENNY J	R041537	2123 E ROYAL FARM DRIVE APT 20 SALT LAKE CITY, UT 84121-68	
2.18505E+11	110 135 COUNTY RD #C	GLENWOOD SPRINGS	SCHADE, VINCENT	R041538	110 COUNTY ROAD 135 GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #D	GLENWOOD SPRINGS	MECSERI, BELA & JOAN	R041539	PO BOX 99 SNOWMASS, CO 81654	
2.18505E+11	110 135 COUNTY RD #E	GLENWOOD SPRINGS	THOMPSON, ANDREA J	R041540	0110 COUNTY ROAD 135 UNIT E GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #F	GLENWOOD SPRINGS	BARTEK, JOHN LOGAN	R041541	110 COUNTY ROAD 135 #F GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #G	GLENWOOD SPRINGS	RICHARDS, TY C	R041542	0110 COUNTY ROAD 135 GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #H	GLENWOOD SPRINGS	SAENZ, ADRIAN ARTURO & NORMA G	R041543	110 COUNTY ROAD 135 #H GLENWOOD SPRINGS, CO 81601	
2.18505E+11	110 135 COUNTY RD #I	GLENWOOD SPRINGS	WILLIAMS, LARRY & SCHWICHTENBERG, WENDY	R041544	0110 COUNTY ROAD 135 UNIT I GLENWOOD SPRINGS, CO 81601	
2.18505E+11	Not available	GLENWOOD SPRINGS	WEST GLEN TOWNHOMES ASSOCIATION, INC	R041545	110 COUNTY ROAD 135 UNIT J GLENWOOD SPRINGS, CO 81601	
2.18505E+11	51537 6 & 24 HWY	GLENWOOD SPRINGS	HOLDCO 4 LLC	R083660	PO BOX 28421 SCOTTSDALE, AZ 85255	
2.18505E+11	51537 6 & 24 HWY	GLENWOOD SPRINGS	HALLE PROPERTIES LLC	R083661	20225 N SCOTTSDALE ROAD SCOTTSDALE, AZ 85255	
ROW	Not available					
ROW	Not available					
ROW	Not available					

CERTIFICATION OF NOTICE PURSUANT TO C.R.S. 24-65.5-103

I hereby affirm that an examination of the records in the office of the County Clerk and Recorder was made in accordance with C.R.S. 24-65.5-103 et seq. and

(check applicable box and fill in the information)

After such examination on 6/24/2021, which is not less than thirty (30) days before the date scheduled for the initial public hearing on the application for the development known as MountainView Flats, notice was sent, by certified mail, return receipt requested, or by a nationally recognized overnight carrier, to the below-named mineral right owner(s) as listed in the records of the County Clerk and Recorder, containing the time and place of the initial public hearing, and contact information of the Community Development Department, the nature of the hearing, the location and legal description of the property that is the subject of the hearing, and the name of the applicant(s). Notice was also sent, by certified mail, return receipt requested, or by a nationally recognized overnight carrier, to the City of Glenwood Springs, containing the name and address of the mineral right owners to whom the foregoing notice was sent. A copy of the notices sent is attached hereto.

Listing of Mineral Right Owner(s)	Address
<u>Ineligible in document</u>	_____
<u>titled "SP-Exceptions 09-12-298"</u>	_____
<u>from 1894</u>	_____
_____	_____

Such records do not identify any mineral right owners; or

The mineral right owner(s) have provided a signed waiver of the right to notice in writing, a copy of which is attached hereto.

Name: <u></u>	_____
Applicant Signature	Surface Owner's Signature
<u>Michael Surak</u>	_____
Print Name	Print Name

Subscribed and sworn to before me, a notary public in and for the County of _____, State of Colorado, this _____ day of _____, 20____, A.D.

Witness my hand and official seal

(SEAL)



Notary Public

My commission expires: _____



YVONNE SLOAN
Resident of Marion County, IN
Commission Expires: February 28, 2026
Commission # 709395

FAILURE TO PROVIDE THIS CERTIFICATION, INDICATING COMPLIANCE WITH C.R.S. 24-65.5-103 ET SEQ., IS LIKELY TO RESULT IN A CONTINUANCE OF THE HEARING.

Code Compliance

070.020.130: Zone District, Mixed Use Corridor (M1) District

Dimensional Standards:

Lot area (sq ft)	none
Landscaped area	15%
Setbacks, Front, min	5 ft
Front, max	60 ft
Side, min	5 ft
Rear, min	10 ft
Building height	40 ft.

The proposed MountainView Flats project complies with the above setbacks, which have been illustrated on the Site Plan attached as an Exhibit to this Application.

The maximum building height is shown on the included architectural elevations is 39'-10" as measured from finished grade to the high point of the roof. This complies with the allowed maximum building height of 40 ft.

Minimum Landscaped Area is 15% of 56,345 sq. ft. or 8,452 sq ft. Landscape Site Area provided is 10,196 sq. ft. Refer to the Landscape Plan attached as an Exhibit regarding conformance to this standard.

070.030.020: Table of Allowed Uses

The proposed multi-family dwellings are permitted uses by right in the M1 zone district.

070.040.030 (e): Site Development and Improvement Standards

(1) Drainage Plan.

A Drainage Study has been prepared by Roaring Fork Engineering and is included as an Exhibit to this Application.

(3) Lot and Block Design.

The project has been designed in conformance with applicable zone district regulations, refer to the Site Plan and Plat attached as Exhibits for lot size information.

(5) Water Distribution.

A water distribution plan has been included in the Civil Engineering Plans included as an Exhibit to this Application.

(6) Wastewater Collection

A wastewater collection system plan has been included in the Civil Engineering Plans attached as an Exhibit to this Application.

(7) Underground Utilities

All Utilities are located on the Civil Engineering Plans attached as an Exhibit to this Application.

070.040.030 (g): Dedications and Impact Fees

(2) Parkland Dedication

Parkland dedication requirements will be 30,492 sq. ft. based on the following calculations:

2.5 residents per unit (40) = 100 residents

.007 acres per resident = .70 acres (30,492 sq ft)

The Applicant agrees to the Fee in Lieu of Dedication to be a condition of the development permit and paid prior to issuance of a building permit.

(4) School Land Dedication

.375 Students per unit x 40 = 15 students

1,776 sq ft of land per potential student (15) = 26,640 sq. ft of land x fair market value.

The Applicant agrees to the Fee in Lieu of Land Dedication to be a condition of the development permit and paid prior to issuance of a building permit.

(5) Fire and Emergency Services Impact Fee

The Applicant agrees to the City calculations for emergency service impact fees.

070.040.040: Common Open Space

Minimum Total Common Open Space required is 20% of 56,345 sq. ft., or 11,269 sq. ft.
Common Open Space provided is 13,011 sq. ft.

Refer to the Open Space Plan and Landscape Plan attached as an Exhibit for Common Open Space calculations and locations.

070.040.050 (c): Landscaping, Screening, and Fencing.

- (1) Minimum Landscape Site Area required is 15% of 56,345 sq. ft. or 8,452 sq ft.
Landscape Site Area provided is 10,196 sq. ft.
- (2) Type and amount of Plant Material.
The minimum number of trees required is 21.
The minimum number of shrubs required is 85.
The minimum number of perennials required is 169.
Additionally, required parking lot trees at 1 per 8 spaces = 8 trees

Refer to the Landscape Plan attached as an Exhibit to this Application for the species, sizes, and locations of these plant materials.

070.040.060 (h) 6: Parking Area Landscaping

Parking area landscaping requirements for this development equal 20 percent of the total surface parking area (21,452 sq. ft.) for a total of 4,290 sq. ft. of landscaping. Actual parking area landscaping shown is 4,353 sq. ft.

Interior parking requirements for this development equal 640 sq. ft. of landscaping, the actual amount shown for this project is 1280 sq. ft. of landscaping.

Each Island shall have one deciduous tree and eight low-lying plants. 75% of the trees selected shall have widely branching growth habit and reach a mature height of at least 30'.

The Landscape Plan demonstrates conformance to this standard. Refer to the Landscape Plan attached as an Exhibit to this Application for the species, sizes, and locations of these plant materials.

070.040.060 (c): Off-Street Parking and Loading

Parking Requirements:

Multi-Family requires 1.5 per dwelling unit
plus 1 guest space per each 5 dwelling units (40 Units) = 68 parking spaces
Total parking spaces required = 68 parking spaces
Total parking spaces shown = 63 parking spaces

The Applicant has previously requested and received approval of a 20.66% parking reduction by Administrative Review on January 25, 2021. The site plan has changed since that review and the project now proposes 40 units (14 less units than the original plan) which will require 68 parking spaces. The Applicant is now requesting a parking reduction of 7.35% of the required spaces. There will be a total of 63 on-site parking spaces. The Applicant has provided bicycle parking over the Code requirement which allows a reduction of 1 vehicle parking space per each 5 short-term and 3 long-term bicycle spaces and the property is in proximity to two active transit stops. A copy of the previous Administrative Review has been included as an Exhibit to this application.

070.040.060 (f): Bicycle Parking

The number of bicycle parking spaces required is 6. MountainView Flats will provide bicycle parking for residents beyond what is required per Code. The property will provide 20 “resident only” bicycle parking spaces located in the building’s common area bicycle room and 16 additional bike parking spaces with racks located in front of the building.

070.040.070: Access and Circulation

Access to the site is from Highway 6 & 24 through an access easement on a private road.

Refer to the Site Plan attached as an Exhibit for access to Highway 6 & 24 and for pedestrian and bicycle circulation.

070.040.080: Residential Site and Building Design

MountainView has been designed per the M1, Mixed-Use Corridor District standards and requirements. Much care has been taken to not only comply with the standards, but to also make sure that the project will promote the goals of this section such as promoting high-quality residential development and construction, promote distinctive character, and provide visual interest in the exterior design. The following is a detailed accounting of those requirements and confirmation of how the project complies.

The Residential Dimensional Standards have all been incorporated and are noted on the drawing set including:

- a. Front yard = 5’ min/25’ max from “other” street (allowed and actual)
- b. Side yard = 5’ (allowed and actual)
- c. Rear yard = 7.5’ (allowed and actual)
- d. Building height = 40’ allowed (39’-10” actual)

A trash dumpster enclosure is included as part of the project site. This dumpster will be located on a concrete pad. The enclosure will be constructed of split face CMU and will

be of a color that is compatible with the materials of the building. The walls will be 6' high on three sides with gated access completing the enclosure on the fourth side. The gates will be constructed of durable material. The enclosure has been located to minimize visibility at the east end of the building where it is screened from view.

The project will consist of a single building which has a long dimension in the east-west direction to conform to the property. The building and parking are oriented to take advantage of this east-west site configuration. The building is designed with "shotgun style" units to afford views to both the north and the south from every unit. The building does not face a primary street or a corner and therefore the primary façade of the building faces south for city/mountain views and sunlight.

Much thought has been put into the exterior design with careful consideration of the Residential Building Design and Character section. The design accomplishes the goals of this section by complying with the following Architectural Variety section requirements:

- a. The project is designed as a four-sided design. The same high quality exterior building materials have been used on all sides. We felt it appropriate to provide "focus" on the south elevation, which is the most prominent façade of the building.
- b. The design exceeds the required inclusion of five arch listed architectural features:
 - i. Covered entries (porches) are provided for every unit from the covered stairs.
 - ii. Patios or balconies (both covered) are provided for every unit.
 - iii. A variation in materials compliment and accentuate changes in façade planes and changes in building height.
 - iv. There are multiple changes in building height, transitioning between three and four stories. As mentioned, these form distinct vertical sections along the façade which are also reinforced by material changes at appropriate intersections.
 - v. The use of both double slope roof (gable) and single slope roof (shed) provides visual interest but also establish a rhythm along the length of the long facades of the building.
 - vi. There is a distinct variation of color as well as materials but restrained to not become overly busy.
 - vii. There are multiple "ins" and "outs" to the building creating interest and variety.

Building materials have been selected from the approved Primary Materials list. The main façade materials will be cementitious siding, incorporating both horizontal lap siding and flat wall panels with battens covering the panel joints. Also utilized is stone veneer as an accent material. Our proposed fourth material, corrugated metal accent siding is not on the approved list of materials, but we feel that it is appropriate and would request that the Director consider approving. If not approved, we will substitute a cementitious panel with vertical lines to provide contrast to the horizontal lap siding. The exterior colors selected are earth tones as required by the code.

070.040.100 (f): Exterior Lighting. General Lighting Requirements

The proposed project is located within Lighting District 1. The following standards will apply:

Light Trespass Levels must be not more than 5.0 at any point along the property line and 3.0 at a point 10 across property line.

Mounting height for parking area lighting shall not exceed 35 feet, with a minimum of 0.7 foot candles to 7 foot candles at grade.

Lighting of walkways and common areas shall be illuminated to a minimum of .2 foot candles to a maximum of 3 foot candles.

All Fixtures shall be full cut-off

A Lighting Plan has been included in the Architectural Plan Set as an Exhibit to this Application.

070.040.120: Affordable and Workforce Housing

MountainView Flats is a planned 40-unit market-rate apartment building. The three and four-story building will total approximately 40,858 sq. ft. and have a mix of 14 one-bedroom apartments and 26 two-bedroom apartments. Eight of the apartments will be deed restricted for Resident Occupied Community Housing and 4 of these apartments will be deed restricted to households with incomes no higher than 80-100% AMI.

070.060.030: Neighborhood Meeting

A Neighborhood Meeting was held on May 29, 2021, at 4:00 p.m. to present project details and receive feedback from the neighborhood group. The Applicant presented a site plan showing the proposed Application. Ronda Shrewsbury Weybright and Jeff Ryan from RealAmerica Development presented an overview of the project. One gentleman joined the call who lives at Valley View West Condominiums, north of our site. His only concern was that the construction would be inconvenient to him. He did

ask about rental rates and said he would potentially be interested in renting an apartment once the building is complete.

An Exhibit showing the list of those notified by mail, sent on May 14, 2021, has been included with this application.

Exhibits

- A. Title Policy and Warranty Deeds and Agreement to Amend/Extend*
- B. Geologic and Geotechnical Investigation*
- C. Traffic Impact Study*
- D. Notice of Decision – Parking Reduction*
- E. Civil Engineering Plan Set and Drainage Report*
- F. Architectural Plan Set*
- G. Landscape Plan and Open Space Study*
- H. Site Lighting Plan and Calculations*
- I. Neighborhood Meeting Information*



LAND USE APPLICATION

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

<u>Ordinance Amendments</u>		<u>Development Permits</u>	
☐	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
<u>Subdivisions</u>		☐	Right of Way Encroachment License
☐	Minor Subdivision	☐	Floodplain Development Permit
☐	Preliminary Plat	☐	Special Use Permit
☐	Final Plat	<u>Flexibility and Relief Procedures</u>	
☐	Vacation of Right-of-Way	☐	Variance
		☐	Administrative Adjustment
<u>Other Land Use Applications</u>		☐	Appeal
☐	Outdoor Seating	☐	

Applicant/Property Owner Information:

Applicant		Owner	
RealAmerica Development, LLC		Halle Properties, LLC	
Relationship to Owner		Owner	
Developer and Purchaser of property owned by Halle Properties, LLC.			
Applicant Address		Owner Address	
8250 Dean Road	Indianapolis, IN 46240	20225 N. Scottsdale Road	Scottsdale, AZ 85255
Phone 317-815-5929	Email Address msurak@realamericallc.com	Phone	Email Address

Property Information:

Address	Parcel Number
TBD - Directly north of Discount Tire - 51537 Hwy 6, Glenwood Springs, CO 81601	218505341002
Subdivision	Lot and Block Number
Halle Tract Minor Subdivision	Lot 2, Block 1
Zone District - Mixed Use Corridor (M1)	Existing Land Use

General Project Description:

RealAmerica Development, LLC is submitting a major site/architectural review application for a 54-unit multifamily development. The project will be a single, four-story, apartment building with community space and surface parking.

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		05/17/2021
	Applicant	Date
		5/19/2021
	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

Exhibit A
Title Policy, Warranty Deed
And
Agreement to Amend/Extend

WARRANTY DEED

THIS DEED is dated the 16th day of June, 2014, and is made between

Glen R. Miller and Elizabeth A. Miller

(whether one, or more than one), the "Grantor" of the County of Garfield and State of Colorado and

Halle Properties, L.L.C., an Arizona limited liability company

(whether one, or more than one), the "Grantee", whose legal address is By: Wilanna, Inc. c/o James Silhasek, Esq., 20225 North Scottsdale Road, Scottsdale, AZ 85255 of the County of Maricopa and State of Arizona.

WITNESS, that the Grantor, for and in consideration of the sum of (), the receipt and sufficiency of which is hereby acknowledged, heroby grants, bargains, sells, conveys and confirms unto the Grantee and the Grantee's heirs and assigns forever, all the real property, together with any improvements thereon, located in the County of Garfield and State of Colorado described as follows:

A parcel of land situated in the NW1/4SW1/4 of Section 5, Township 6 South, Range 89 West of the Sixth Principal Meridian, lying Northerly of the Northerly right-of-way line of U.S. Highway 6824, said parcel of land being more particularly described as follows:

Beginning at a point on said right-of-way line whence an iron post with a brass cap found in place and property marked for the Southwest corner of Section 35, Township 5 South, Range 89 West of the 6th P.M. bears: N. 12° 48'00" W. 1600.05 feet;
Thence N. 83° 43'00" W. 331.45 feet along said right-of-way line;
Thence N. 01° 44'00" E. 398.70 feet;
Thence S. 88° 16'00" E. 330.40 feet;
Thence S. 01° 44'00" W. 425.00 feet to the point of beginning

EXCEPTING from the above described property the Westerly 2.63 feet of even width therefrom

County of Garfield, State of Colorado

also known by street address as: 51537 Highway 6 & 24, Glenwood Springs, CO 81601

TOGETHER with all and singular the hereditaments and appurtenances thereto belonging, or in anywise appertaining, the reversions, remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim and demand whatsoever of the Grantor, either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described, with the appurtenances, unto the Grantees, and the Grantees' heirs and assigns forever.

The Grantor, for the Grantor and the Grantor's heirs and assigns, does covenant, grant, bargain, and agree to and with the Grantee, and the Grantee's heirs and assigns: that at the time of the enrolling and delivery of these presents, the Grantor is well seized of the premises above described; has good, sure, perfect, absolute and indefeasible estate of inheritance, in law, and in fee simple; and has good right, full power and lawful authority to grant, bargain, sell and convey the same in manner and form as aforesaid; and that the same are free and clear from all former and other grants, bargains, sales, liens, taxes, assessments, encumbrances and restrictions of whatever kind or nature soever, except and subject to:

General taxes for the year 2013 and subsequent years; and those specific exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Grantee(s) in accordance with Section 8.1 (Record Title Matters) of the Contract to Buy and Sell Real Estate relating to the above described real property; distribution utility easements (including, cable TV); those specifically described rights of third parties not shown by the public records of which Grantee(s) has actual knowledge and which were accepted by Grantee(s) in accordance with Section 8.2 (Off Record Title Matters) and Section 9 (Current Survey Review) of the Contract to Buy and Sell Real Estate relating to the above described real property; inclusion of the Property within any special taxing district; the benefits and burdens and of any recorded declaration and party wall agreements, if any.

And the Grantor shall and will WARRANT THE TITLE AND DEFEND the above described premises, but not any adjoining vacated street or alley, if any, in the quiet and peaceable possession of the Grantees, and the heirs and assigns of the Grantees, against all and every person or persons lawfully claiming the whole or any part thereof.

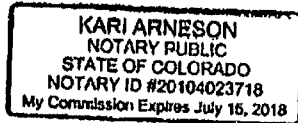
IN WITNESS WHEREOF, the Grantor has executed this deed on the date set forth above.


Glen R. Miller


Elizabeth A. Miller

State of Colorado
County of Garfield

The foregoing instrument was acknowledged before me this 16 day of June, 2014 by Glen R. Miller and Elizabeth A. Miller.



Witness my hand and official seal.

Kari Arneson
Notary Public

My commission expires:



First American

Commitment

ALTA Commitment for Title Insurance

ISSUED BY

First American Title Insurance Company

File No: NCS-1032701-INDY

COMMITMENT FOR TITLE INSURANCE

Issued By

FIRST AMERICAN TITLE INSURANCE COMPANY

NOTICE

IMPORTANT-READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACTIONAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, ***First American Title Insurance Company***, a Nebraska Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within six months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

First American Title Insurance Company

Dennis J. Gilmore, President

Greg L. Smith, Secretary

If this jacket was created electronically, it constitutes an original document.

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COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements; and
- (f) Schedule B, Part II—Exceptions.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

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6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

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First American

Schedule A

ALTA Commitment for Title Insurance

ISSUED BY

First American Title Insurance Company

File No: NCS-1032701-INDY

Transaction Identification Data for reference only:

Issuing Agent: First American Title Insurance Company National
Commercial Services

Commitment No.: NCS-1032701-INDY

Property Address: Highway 6 and 24, Glenwood Springs, CO
81601

Revision No.:

Issuing Office: 211 N. Pennsylvania Street, Suite 1250,
Indianapolis, IN 46204

Phone Number: (317)829-6720

Issuing Office File No.: NCS-1032701-INDY

SCHEDULE A

1. Commitment Date: October 13, 2020 at 5:00 PM
2. Policy or Policies to be issued:
 - (a) ☒ ALTA® Owner's Policy (6-17-06)
Proposed Insured: Executive Investments LLC, an Indiana Limited Liability Company or Assigns
Proposed Policy Amount: \$950,000.00
 - (b) ☐ ALTA® Loan Policy (6-17-06)
Proposed Insured:
Proposed Policy Amount: \$
3. The estate or interest in the Land described or referred to in this Commitment is Fee Simple.
4. The Title is, [at the Commitment Date, vested in:](#)

HALLE PROPERTIES, L.L.C., an Arizona limited liability company
5. The Land is described as follows:

See Exhibit "A" attached hereto and made a part hereof

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First American

Exhibit A

ALTA Commitment for Title Insurance

ISSUED BY

First American Title Insurance Company

File No: NCS-1032701-INDY

Commitment No.: NCS-1032701-INDY

The Land referred to herein below is situated in the County of Garfield, State of Colorado, and is described as follows:

Lot 2,
Block 1,
HALLE TRACT MINOR SUBDIVISION,
County of Garfield,
State of Colorado.

For informational purposes only: APN: 218505341002

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First American

Schedule BI & BII

ALTA Commitment for Title Insurance

ISSUED BY

First American Title Insurance Company

File No: NCS-1032701-INDY

Commitment No.: NCS-1032701-INDY

SCHEDULE B, PART I

Requirements

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
2. Pay the agreed amount for the estate or interest to be insured.
3. Pay the premiums, fees, and charges for the Policy to the Company.
4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
5. Payment of all taxes and assessments now due and payable as shown on a certificate of taxes due from the County Treasurer or the County Treasurer's Authorized Agent.

NOTE: Tax certificate(s) must be ordered by or provided to the Company at least one week prior to closing.

NOTE: Local ordinances may impose liens on the Land for unpaid water, sewer, stormwater drainage, or other utilities charges. If this transaction includes a sale of the property, a Utilities Agreement and/or escrow is required.

6. Evidence that all assessments for common expenses, if any, have been paid.
7. Receipt by the Company of an ALTA/NSPS Land Title Survey, certified to First American Title Insurance Company, and in form and content satisfactory to the Company. The Company reserves the right to make further requirements and/or exceptions upon review of this survey.
8. Receipt by the Company of the following documentation for HALLE PROPERTIES, L.L.C., a Arizona limited liability company:

Operating Agreement, and all amendments thereto, if any.

Certificate of Good Standing issued by the Arizona Secretary of State.

NOTE: The Company reserves the right to make further requirements and/or exceptions upon review of the above item(s).

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9. Receipt by the Company of a satisfactory Final Affidavit and Indemnity, executed by HALLE PROPERTIES, L.L.C., an Arizona limited liability company .
10. Prior to closing, the Company must confirm whether the county recording office in which the Land is located has changed its access policies due to the COVID-19 outbreak. If recording has been restricted, specific underwriting approval is required; and, additional requirements or exceptions may be made.

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First American

Schedule BI & BII (Cont.)

ALTA Commitment for Title Insurance

ISSUED BY

First American Title Insurance Company

File No: NCS-1032701-INDY

Commitment No.: NCS-1032701-INDY

SCHEDULE B, PART II

Exceptions

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any facts, rights, interests or claims which are not shown by the Public Records, but which could be ascertained by an inspection of the Land or by making inquiry of persons in possession thereof.
2. Easements, or claims of easements, not shown by the Public Records.
3. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, and any facts which a correct land survey and inspection of the Land would disclose, and which are not shown by the Public Records.
4. Any lien or right to a lien for services, labor, material or equipment, unless such lien is shown by the Public Records at Date of Policy and not otherwise excepted from coverage herein.
5. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met.

Note: Exception number 5 will be removed from the policy provided the Company conducts the closing and settlement service for the transaction identified in the commitment.

6. Any and all unpaid taxes, assessments and unredeemed tax sales.
7. Any water rights, claims of title to water, in, on or under the Land.
8. Any existing leases or tenancies.
9. Right of way for ditches and canals as constructed by the authority of the United States, as reserved in United States Patent recorded February 26, 1894 in [Book 12 at Page 298](#).

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10. An easement for ingress, egress and to construct and maintain a cistern and pipe line and incidental purposes as reserved in Warranty Deed recorded February 19, 1953 in [Book 268 at Page 11](#).
11. Terms, conditions, provisions, obligations, easements and agreements as set forth in the Right of Way and Easement recorded May 19, 1970 in [Book 410 at Page 334](#).
12. An easement for construction, operation and maintenance of a water pipeline and incidental purposes granted to West Glenwood Springs Water District, as set forth in an instrument recorded May 24, 1971 in [Book 419 at Page 276](#).
13. Terms, conditions, provisions, obligations, easements and agreements as set forth in the Easement Agreement recorded July 28, 1999 at Reception No. [549488](#).
14. Terms, conditions, provisions, obligations and agreements as set forth in the Development Agreement recorded August 8, 2014 at Reception No. [852400](#).
15. An easement to construct, install, reconstruct, replace, and maintain the public sidewalk and incidental purposes granted to City of Glenwood Springs, a Municipal Corporation, as set forth in an instrument recorded November 4, 2015 at Reception No. [870122](#).
16. An easement to construct, install, reconstruct, replace, and maintain the fire hydrant and incidental purposes granted to City of Glenwood Springs, a Municipal Corporation, as set forth in an instrument recorded November 4, 2015 at Reception No. [870123](#).
17. An easement to construct, install, reconstruct, replace, and maintain the southwest fire hydrant and incidental purposes granted to City of Glenwood Springs, a Municipal Corporation, as set forth in an instrument recorded November 4, 2015 at Reception No. [870124](#).
18. An easement to construct, install, reconstruct, replace, and maintain the public utility and incidental purposes granted to City of Glenwood Springs, a Municipal Corporation, as set forth in an instrument recorded November 4, 2015 at Reception No. [870125](#).
19. Easements, notes, covenants, restrictions and rights-of-way as shown on the plat of Halle Tract Minor Subdivision, recorded October 29, 2015 at Reception No. [870126](#).
20. Terms, conditions, provisions, obligations and agreements as set forth in the Maintenance Agreement recorded December 16, 2015 at Reception No. [871513](#).
21. Terms, conditions, provisions, obligations, easements and agreements as set forth in the Easement recorded September 4, 2020 at Reception No. [941453](#).

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DISCLOSURE STATEMENT

Pursuant to C.R.S. 30-10-406(3)(a) all documents received for recording or filing in the Clerk and Recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one-half of an inch. The Clerk and Recorder will refuse to record or file any document that does not conform to the requirements of this section.

NOTE: If this transaction includes a sale of the property and the price exceeds \$100,000.00, the seller must comply with the disclosure/withholding provisions of C.R.S. 39-22-604.5 (Nonresident withholding).

NOTE: Colorado Division of Insurance Regulations 8-1-2 requires that "Every title insurance company shall be responsible to the proposed insured(s) subject to the terms and conditions of the title commitment, other than the effective date of the title commitment, for all matters which appear of record prior to the time of recording whenever the title insurance company, or its agent, conducts the closing and settlement service that is in conjunction with its issuance of an owner's policy of title insurance and is responsible for the recording and filing of legal documents resulting from the transaction which was closed.

Pursuant to C.R.S. 10-11-122, the company will not issue its owner's policy or owner's policies of title insurance contemplated by this commitment until it has been provided a Certificate of Taxes due or other equivalent documentation from the County Treasurer or the County Treasurer's authorized agent; or until the Proposed Insured has notified or instructed the company in writing to the contrary.

The subject property may be located in a special taxing district. A Certificate of Taxes due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent. Information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor.

NOTE: Pursuant to CRS 10-11-123, notice is hereby given:

This notice applies to owner's policy commitments containing a mineral severance instrument exception, or exceptions, in Schedule B, Section 2.

- A. **That there is recorded evidence that a mineral estate has been severed, leased, or otherwise conveyed from the surface estate and that there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property; and**
- B. **That such mineral estate may include the right to enter and use the property without the surface owner's permission.**

NOTE: Pursuant to Colorado Division of Insurance Regulations 8-1-2, Affirmative mechanic's lien protection for the Owner may be available (typically by deletion of Exception no. 4 of Schedule B, Section 2 of the Commitment from the Owner's Policy to be issued) upon compliance with the following conditions:

- A. **The land described in Schedule A of this commitment must be a single family residence which includes a condominium or townhouse unit.**
- B. **No labor or materials have been furnished by mechanics or material-men for purposes of construction on the land described in Schedule A of this Commitment within the past 6 months.**
- C. **The Company must receive an appropriate affidavit indemnifying the Company against un-filed mechanic's and material-men's liens.**
- D. **The Company must receive payment of the appropriate premium.**
- E. **If there has been construction, improvements or major repairs undertaken on the property to be purchased within six months prior to the Date of the Commitment, the**

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requirements to obtain coverage for unrecorded liens will include: disclosure of certain construction information; financial information as to the seller, the builder and or the contractor; payment of the appropriate premium, fully executed Indemnity Agreements satisfactory to the company, and, any additional requirements as may be necessary after an examination of the aforesaid information by the Company.

No coverage will be given under any circumstances for labor or material for which the insured has contracted for or agreed to pay.

NOTE: Pursuant to C.R.S. 38-35-125(2) no person or entity that provides closing and settlement services for a real estate transaction shall disburse funds as a part of such services until those funds have been received and are available for immediate withdrawal as a matter of right.

NOTE: C.R.S. 39-14-102 requires that a real property transfer declaration accompany any conveyance document presented for recordation in the State of Colorado. Said declaration shall be completed and signed by either the grantor or grantee.

NOTE: Pursuant to CRS 10-1-128(6)(a), It is unlawful to knowingly provide false, incomplete, or misleading facts or information to an insurance company for the purpose of defrauding or attempting to defraud the company. Penalties may include imprisonment, fines, denial of insurance and civil damages. Any insurance company or agent of an insurance company who knowingly provides false, incomplete, or misleading facts or information to a policyholder or claimant for the purpose of defrauding or attempting to defraud the policyholder or claimant with regard to a settlement or award payable from insurance proceeds shall be reported to the Colorado division of insurance within the department of regulatory agencies.

NOTE: Pursuant to Colorado Division of Insurance Regulations 8-1-3, notice is hereby given of the availability of an ALTA Closing Protection Letter which may, upon request, be provided to certain parties to the transaction identified in the commitment.

Nothing herein contained will be deemed to obligate the company to provide any of the coverages referred to herein unless the above conditions are fully satisfied.

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The printed portions of this form, except differentiated additions, have been approved by the Colorado Real Estate Commission. (AE41-6-18) (Mandatory 1-19)

THIS FORM HAS IMPORTANT LEGAL CONSEQUENCES AND THE PARTIES SHOULD CONSULT LEGAL AND TAX OR OTHER COUNSEL BEFORE SIGNING.

AGREEMENT TO AMEND/EXTEND CONTRACT

Date: 5/28/2021

1. This agreement amends the contract dated 9/30/2020 (Contract), between **Halle Properties, LLC** (Seller), and **Executive Investments LLC an Indiana Limited Liability Company or Assigns** (Buyer), relating to the sale and purchase of the following legally described real estate in the County of **Garfield**, Colorado:

Section: 5 Township: 6 Range: 89 Subdivision: HALLE TRACT MINOR Block: 1 Lot: 2 RECEPTION # 870126

known as No. **TBD Highway 6 & 24, Glenwood Springs, CO 81601** (Property).

NOTE: If the table is omitted, or if any item is left blank or is marked in the "No Change" column, it means no change to the corresponding provision of the Contract. If any item is marked in the "Deleted" column, it means that the corresponding provision of the Contract to which reference is made is deleted.

2. **§ 3.1 Dates and Deadlines.** [Note: This table may be omitted if inapplicable.]

Item No.	Reference	Event	Date or Deadline	No Change	Deleted
1	§ 4.3	Alternative Earnest Money Deadline		☒	
		Title			
2	§ 8.1, § 8.4	Record Title Deadline		☒	
3	§ 8.2, § 8.4	Record Title Objection Deadline		☒	
4	§ 8.3	Off-Record Title Deadline		☒	
5	§ 8.3	Off-Record Title Objection Deadline		☒	
6	§ 8.5	Title Resolution Deadline		☒	
7	§ 8.6	Right of First Refusal Deadline		☒	
		Owners' Association			
8	§ 7.2	Association Documents Deadline		☒	
9	§ 7.4	Association Documents Termination Deadline		☒	
		Seller's Disclosures			
10	§ 10.1	Seller's Property Disclosure Deadline		☒	
11	§ 10.10	Lead-Based Paint Disclosure Deadline CBS1, 2, F1		☒	
		Loan and Credit			
12	§ 5.1	Loan Application Deadline		☒	
13	§ 5.2	Loan Termination Deadline		☒	
14	§ 5.3	Buyer's Credit Information Deadline		☒	
15	§ 5.3	Disapproval of Buyer's Credit Information Deadline		☒	
16	§ 5.4	Existing Loan Documents Deadline		☒	
17	§ 5.4	Existing Loan Documents Termination Deadline		☒	
18	§ 5.4	Loan Transfer Approval Deadline		☒	
19	§ 4.7	Seller or Private Financing Deadline		☒	
		Appraisal			
20	§ 6.2	Appraisal Deadline		☒	

21	§ 6.2	Appraisal Objection Deadline			☒	
22	§ 6.2	Appraisal Resolution Deadline			☒	
Survey						
23	§ 9.1	New ILC or New Survey Deadline			☒	
24	§ 9.3	New ILC or New Survey Objection Deadline			☒	
25	§ 9.3	New ILC or New Survey Resolution Deadline			☒	
Inspection and Due Diligence						
26	§ 10.3	Inspection Objection Deadline			☒	
27	§ 10.3	Inspection Termination Deadline			☒	
28	§ 10.3	Inspection Resolution Deadline			☒	
29	§ 10.5	Property Insurance Termination Deadline			☒	
30	§ 10.6	Due Diligence Documents Delivery Deadline			☒	
31	§ 10.6	Due Diligence Documents Objection Deadline	8/20/2021	Friday		
32	§ 10.6	Due Diligence Documents Resolution Deadline	8/25/2021	Wednesday		
33	§ 10.6	Environmental Inspection Objection Deadline CBS2, 3, 4			☒	
34	§ 10.6	ADA Evaluation Objection Deadline CBS2, 3, 4			☒	
35	§ 10.7	Conditional Sale Deadline			☒	
36	§ 10.10	Lead-Based Paint Termination Deadline CBS1, 2, F1			☒	
37	§ 11.1, 11.2	Estoppel Statements Deadline CBS2, 3, 4			☒	
38	§ 11.3	Estoppel Statements Termination Deadline CBS2,3,4			☒	
Closing and Possession						
39	§ 12.3	Closing Date	8/31/2021	Tuesday		
40	§ 17	Possession Date			☒	
41	§ 17	Possession Time			☒	
42					☒	
43					☒	

18 3. Other dates or deadlines set forth in the Contract are changed as follows:

19 none

20

21 4. Additional amendments:

22 none

23 All other terms and conditions of the Contract remain the same.

24

This proposal expires unless accepted in writing by Seller and Buyer as evidenced by their signatures below and
 25 the offering party to this document receives notice of such acceptance on or before 6/5/2021 5:00pm.

Date Time

26

27 Pierre F. Smith, Esq., as Agent on behalf of Halle Properties, L.L.C. Date: 6/1/2021

Seller: **Halle Properties, LLC**

By: Pierre F. Smith, Esq., as Agent on behalf of Halle Properties, L.L.C.

28

29 Seller: _____ Date: _____

30

Address:

31

32

33 Ronda Shrewsbury Weybright, Manager/Member Date: 5/29/2021
Buyer: **Executive Investments LLC an Indiana Limited Liability Company or Assigns**
By: Ronda Shrewsbury Weybright, Manager/Member

34

35 Buyer: _____ Date: _____

36

Address:

37

AE41-6-18. AGREEMENT TO AMEND/EXTEND CONTRACT

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Initials _____

Exhibit B
Geologic and Geotechnical
Investigation

**GEOTECHNICAL ENGINEERING INVESTIGATION
MOUNTAIN VIEW FLATS
51537 HIGHWAY 6 & 24
(a.k.a. LOT 2, BLOCK 1, HALLE TRACT MINOR SUBDIVISION)
GLENWOOD SPRINGS, COLORADO**

Prepared For:

REAL AMERICA DEVELOPMENT, LLC
8250 Dean Road
Indianapolis, IN 46240

Attention: Mike Surak
Development Associate

Project No. GS06520.000-120

January 27, 2021

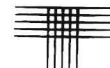
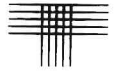


TABLE OF CONTENTS

SCOPE.....	1
SUMMARY OF CONCLUSIONS	1
SITE CONDITIONS	2
PROPOSED CONSTRUCTION	3
SITE GEOLOGY	4
SUBSURFACE CONDITIONS.....	4
EARTHWORK.....	5
Subexcavation and Structural Fill.....	6
Utility Trench Backfill	7
Pavement Subgrade.....	7
Foundation Wall Backfill	8
FOUNDATIONS	8
Footings.....	9
Reinforced Concrete Mat	10
SLAB-ON-GRADE CONSTRUCTION	11
BELOW-GRADE CONSTRUCTION.....	11
SURFACE DRAINAGE	12
PAVEMENTS	12
CONCRETE	14
CONSTRUCTION OBSERVATIONS	14
STRUCTURAL ENGINEERING SERVICES	15
GEOTECHNICAL RISK	15
LIMITATIONS	16
FIGURE 1 – VICINITY MAP	
FIGURE 2 – AERIAL PHOTOGRAPH	
FIGURE 3 – EXISTING CONDITIONS	
FIGURE 4 - PROPOSED DEVELOPMENT	
FIGURE 5 – SUMMARY LOGS OF EXPLORATORY BORINGS	
FIGURE 6 - SWELL-CONSOLIDATION TEST RESULTS	
FIGURE 7 - GRADATION TEST RESULTS	
TABLE I – SUMMARY OF LABORATORY TEST RESULTS	
APPENDIX A – PAVEMENT MATERIAL AND CONSTRUCTION RECOMMENDATIONS	

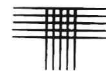


SCOPE

This report presents the results of our geotechnical engineering investigation for the Mountain View Flats project proposed at 51537 Highway 6 & 24 (a.k.a. Lot 2, Block 1, Halle Tract Minor Subdivision) in Glenwood Springs, Colorado. We conducted this investigation to evaluate subsurface conditions at the site and provide geotechnical engineering recommendations for the proposed construction. The scope of our investigation was set forth in our Proposal No. GS 20-0322. Our report was prepared from data developed during our field exploration, laboratory testing, engineering analysis, and our experience with similar conditions. This report includes a description of the subsurface conditions encountered in our exploratory borings and presents geotechnical engineering recommendations for design and construction of the foundation, floor system, pavement section alternatives, and details influenced by the subsoils. A summary of our conclusions is below.

SUMMARY OF CONCLUSIONS

1. Subsurface conditions encountered in our exploratory borings drilled at the site consisted of 3 inches of topsoil, 3 to 13 feet of sandy clay and clayey sand, and 1 to 12 feet of tufa, underlain by silty, gravel, cobbles and boulders. Practical auger refusal occurred on cobbles and boulders in all of our borings at depths of 18 to 21 feet. Free groundwater was not encountered in our exploratory borings during our subsurface investigation.
2. Our subsurface information indicates the clayey sand and sandy clay soils will be predominant at anticipated foundation elevation for the building. Porous calcium carbonate deposits (tufa) may be encountered in some areas. We judge a footing foundation is appropriate for the building, provided the soils below the building are subexcavated to a depth of 3 feet below bottom of footing elevation and replaced as densely-compacted, structural fill. An alternative to allow construction directly on the undisturbed, natural soils would be a reinforced concrete mat foundation/floor system.

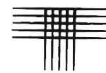


3. A slab-on-grade ground level floor would be constructed if the building is constructed on a footing foundation. We recommend subexcavation of the soils below floor slabs to a depth of at least 3 feet and replacement with densely-compacted, structural fill.
4. Recommended pavement section alternatives for the project include 5.5 inches of full-depth asphalt concrete and 4 inches of asphalt concrete over 6 inches of aggregate base course. We recommend 6 inches of Portland cement concrete at entrances and dumpster pads.
5. Surface drainage is critical for building performance. Site grading should be designed and constructed to rapidly convey surface water off pavements and away from the building.

SITE CONDITIONS

The Mountain View Flats multi-family residential building is proposed at 51537 Highway 6 & 24 (a.k.a. Lot 2, Block 1, Halle Tract Minor Subdivision) in Glenwood Springs, Colorado. A vicinity map with the location of the site is included as Figure 1. The property is an approximately 1.29-acre parcel in an area developed with a mix of commercial and residential buildings. A miniature golf course is on the property to the east.

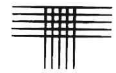
An aerial photograph of the site is shown on Figure 2. Surface topography of the site is characterized by a low hummock with an east-west alignment. This feature is indicated by the ground surface contours shown on the attached Figure 3. Google Earth imagery from 2015 indicates some site grading was done on the site during construction of the Discount Tire facility on the lot to the south. A cut slope drops about 12 feet in elevation from the subject site to the parking lot at the south. The site is mostly vegetated with grass and weeds with scattered, small trees. Several inches of snow was present on the site at the time of our subsurface investigation. A photograph of the site is below.



View west across site

PROPOSED CONSTRUCTION

We were provided with schematic design drawings for the building (dated November 11, 2020). The building will be a 4-story, multi-family, residential structure with a footprint of about 13,200 square feet. No below-grade areas, such as basements or crawl spaces are planned. The plans indicate exterior stairways and decks. We expect a combination of steel and wood framing with concrete ground level floors. A paved parking lot will be south of the building. Concrete sidewalks will be between the building and parking area. Building foundation loads are expected to vary between 3,000 and 4,000 pounds per linear foot of foundation wall with maximum interior column loads of less than 120 kips. We should be provided with architectural plans, as they are developed, so that we can provide geotechnical/geo-structural engineering input.



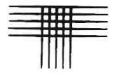
SITE GEOLOGY

We reviewed mapping by the Colorado Geologic Survey (CGS) titled, "Geologic Map of the Glenwood Springs Quadrangle, Garfield County, Colorado", by Kirkham, Streufert, Cappa, Shaw, Allen and Jones (dated 2008). The area of the site is generally younger debris-flow deposits underlain by younger terrace alluvium. The debris-flow deposits are described as clast-supported pebble, boulder, and cobble gravel in a sandy silt or silty sand matrix. Distal areas, such as the subject site, are finer grained. The terrace alluvium is mostly poorly-supported, clast-supported gravel, cobbles, and boulders in a sand matrix. Our exploratory borings drilled at the site indicate that tufa deposits are below the debris-flow materials and above the terrace alluvium. This is consistent with the geologic mapping and descriptions. Tufa is comprised of low-density, porous calcium carbonate deposits precipitated from mineral-charged spring water.

The approximate boundary of a collapse area is shown below the Colorado River to the south of the site. Evidence of subsidence-related features was not observed on the site. We are not aware of buildings in the immediate vicinity of the site that have experienced recent subsidence-related damage. We judge that the risk of subsidence and/or sinkholes is low and no greater than the risk at other nearby sites.

SUBSURFACE CONDITIONS

Subsurface conditions at the site were investigated by drilling six exploratory borings (TH-1 through TH-6) spaced across the site. Borings were drilled with 4-inch diameter, solid-stem auger and a track-mounted drill rig at the approximate locations shown on Figures 2 and 3. Exploratory drilling operations were directed by our engineer, who logged the soils encountered and obtained representative samples.

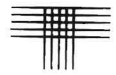


Subsurface conditions encountered in our exploratory borings drilled at the site consisted of 3 inches of topsoil, 3 to 13 feet of sandy clay and clayey sand, and 1 to 12 feet of tufa, underlain by silty, gravel, cobbles and boulders. Practical auger refusal occurred on cobbles and boulders in all of our borings at depths of 18 to 21 feet. Free groundwater was not encountered in our exploratory borings during our subsurface investigation. PVC pipe was installed in the borings, prior to backfilling, to facilitate future checks of groundwater. Graphic logs of the soils encountered in our exploratory borings are shown on Figure 5.

Samples of the soils obtained from our exploratory borings were returned to our laboratory for pertinent testing. One sample of sandy clay selected for one-dimensional, swell-consolidation exhibited 1.7 percent consolidation when wetted under an applied load of 1,000 psf. Results of engineering index testing indicate the clay is has low plasticity with a liquid limit of about 29 percent and plasticity index of about 10 percent. Samples of the calcium carbonate deposits (tufa) generally had 13 to 32 percent silt and clays size material (passing the No. 200 sieve. Two samples of the tufa tested contained 0.0 percent water soluble sulfates. We performed gradation analyses on a sample of the sand and a sample of the gravel soils. Results of swell-consolidation testing are included as Figure 6. Gradation test results are included on Figure 7. Laboratory test results are summarized on Table I.

EARTHWORK

Initial site grading is expected to involve cut depths and fill thickness of 5 feet or less. We anticipate that foundations excavation depths will be 3 to 4 feet below ground surface after the building pad is constructed. An additional 3 feet of subexcavation will be needed if a footing foundation is utilized.



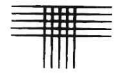
Excavations

Excavations can likely be accomplished using conventional, heavy-duty excavation equipment. Sides of excavations must be sloped or braced to meet local, state, and federal safety regulations. We expect the soils at the site will classify as Type B and Type C, based on OSHA standards governing excavations. Temporary slopes deeper than 5 feet and above groundwater should be no steeper than 1 to 1 (horizontal to vertical) in Type B soils and 1.5h to 1v in Type C soils. Contractors are responsible for site safety and providing and maintaining safe and stable excavations. Contractors should identify the soils encountered in excavations and ensure that OSHA standards are met.

Our exploratory borings did not encounter groundwater at the time of excavation. We do not expect excavations to the proposed depths at the site will penetrate the free groundwater table. Excavations should be sloped to a gravity discharge or to a temporary sump where water from precipitation and snowmelt can be removed by pumping.

Subexcavation and Structural Fill

Our exploratory borings indicate the soils at anticipated foundation elevations have variable support characteristics. The risk of differential building movement, is greater when variable subsoils exist. We judge a footing foundation and slab-on-grade floors are appropriate for the building, provided the soils below footings and slabs are subexcavated to a depth of at least 3 feet and replaced with densely-compacted structural fill. The excavated soils can be reused as structural fill, provided they are free of rocks larger than 4 inches, organics, and debris.



Structural fill should be placed in loose lifts of 8 inches thick or less, moisture conditioned to within 2 percent of optimum moisture-content, and compacted to at least 98 percent of standard Proctor (ASTM D 698) maximum dry density. Moisture content and density of structural fill should be checked by a representative of our firm during placement. Observation of the compaction procedure is necessary.

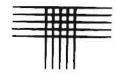
Utility Trench Backfill

Compaction of trench backfill will have a significant effect on the life and serviceability of pavements. Improper compaction of trench backfill can cause backfill materials to consolidate leading to potentially severe pavement deformity. The on-site soils free of rocks larger than 4 inches in diameter, organics, and debris can be used as utility trench backfill.

Trench backfill should be placed in loose lifts of 10 inches thick or less, moisture-conditioned to within 2 percent of optimum moisture content and compacted to at least 95 percent of standard Proctor (ASTM D698) maximum dry density. Special care is needed for backfill adjacent to manholes and vertical riser pipes. The placement and compaction of backfill should be observed and tested by our firm during construction.

Pavement Subgrade

The near-surface, natural soils at this site possess variable pavement support characteristics. We recommend sub-excavation, moisture-treatment and recompaction of the subgrade soils to a depth of at least 12 inches below pavements to enhance potential performance.



Fill below pavements should be placed in loose lifts of 10 inches thick or less, moisture-conditioned to within 2 percent of optimum moisture-content and compacted to at least 95 percent of standard Proctor (ASTM D 698) maximum dry density. Moisture content and density of structural fill should be checked by a representative of our firm during placement. Observation of the compaction procedure is necessary.

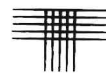
Foundation Wall Backfill

Proper placement and compaction of foundation backfill is important to reduce infiltration of surface water and settlement of backfill. Backfill compaction is especially important in areas that will support exterior slabs-on-grade, such as sidewalks. The on-site soils can be reused as backfill, provided they are free of rocks larger than 4 inches in diameter, organics, and debris.

Backfill should be placed in loose lifts of approximately 10 inches thick or less, moisture-conditioned to within 2 percent of optimum moisture content, and compacted to at least 95 percent of maximum standard Proctor (ASTM D 698) dry density. Moisture content and density of the backfill should be checked during placement by a representative of our firm. Observation of the compaction procedure is necessary.

FOUNDATIONS

Our subsurface information indicates the clayey sand and sandy clay soils will be predominant at anticipated foundation elevation for the building. Porous calcium carbonate deposits (tufa) may be encountered in some areas. The risk of differential building movement is higher when foundations are supported on materials with variable support characteristics. We judge a footing foundation is appropriate for the building, provided the soils below the building are subexcavated



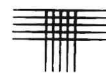
to a depth of 3 feet below bottom of footing elevation and replaced as densely-compacted, structural fill. The structural fill should be in accordance with recommendations in the Subexcavation and Structural Fill section.

An alternative to allow construction directly on the undisturbed, natural soils would be a reinforced concrete mat foundation. This system is more rigid than footings and slabs-on-grade and it integrates the foundation and floor systems. These characteristics make a reinforced concrete mat less susceptible to damage due to differential movement of the underlying soils.

Recommended design and construction criteria for footings and reinforced concrete mats are provided below.

Footings

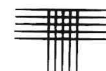
1. Footing foundations should be supported by a minimum 3 feet thickness of densely-compacted, structural fill. Soils loosened during excavation or the forming process for the footings should be removed or the soils can be re-compacted prior to placing concrete.
2. Footings supported by densely-compacted, structural fill can be designed for a maximum allowable soil pressure of 3,000 psf.
3. A friction factor of 0.40 can be used to calculate resistance to sliding between concrete footings and the soil.
4. Continuous wall footings should have a minimum width of at least 16 inches. Foundations for isolated columns should have minimum dimensions of 24 inches by 24 inches. Larger sizes may be required, depending upon foundation loads.
5. Grade beams and foundation walls should be well reinforced, top and bottom, to span undisclosed loose or soft soil pockets. We recommend reinforcement sufficient to span an unsupported distance of at least 12 feet.



6. The soils under exterior footings should be protected from freezing. We recommend the bottom of footings be constructed at a depth of at least 36 inches below finished exterior grades for frost protection. The City of Glenwood Springs building department should be consulted regarding required frost protection depth.

Reinforced Concrete Mat

1. The reinforced concrete mat should be designed for a maximum allowable soil pressure of 2,000 psf for dead load plus live load and 2,700 psf for total loads including wind or seismic. Stiffening members such as thickened sections for interior wall and column support will likely be needed.
2. We recommend the reinforced concrete mat be at least 18-inches thick. The mat should be heavily reinforced and preferably in a single monolithic configuration to help maintain its integrity in the event of ground movement. The mat should be sufficiently stiff to span 10 feet in the center and a 5 feet cantilever along the edges.
3. Modulus of subgrade reaction (K_s) is normally used for reinforced mat foundation design. The modulus of subgrade reaction is dependent upon the compressibility of the foundation soils and the size (or effective loaded area) of the foundation. If the entire mat foundation is uniformly loaded, then a K_s value of 120 pci is recommended. A friction coefficient of 0.40 can be used for lateral resistant between concrete and the recommended granular structural fill soil.
4. Lateral loads can be resolved by evaluating passive resistance using an equivalent fluid density of 275 pcf for the undisturbed, natural soils, provided the backfill is compacted and is not removed. A moist unit weight of 125 pcf can be assumed for backfill soils. These values have not been factored; appropriate factors of safety should be applied in design.
5. Soils beneath the building should be protected from freezing. We recommend the perimeter of mat be at least 3 feet deep. Local code and/or experience may dictate deeper perimeter edges.



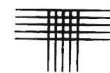
SLAB-ON-GRADE CONSTRUCTION

Ground level floors in the building will be slabs-on-grade if a footing foundation is utilized. The natural soils at anticipated floor slab elevations possess variable support characteristics. We recommend subexcavation of the soils below slab-on-grade floors to a depth of at least 3 feet and replacement with densely-compacted, structural fill. A 12-inch subexcavation and recompaction process is recommended below exterior concrete flatwork. Structural fill below slabs should be in accordance with recommendations in the Subexcavation and Structural Fill section. We recommend the following precautions for slab-on-grade construction at this site.

1. Slabs should be separated from wall footings and column pads with slip joints which allow free vertical movement of the slabs.
2. Underslab plumbing should be pressure tested for leaks before the slabs are poured. Plumbing and utilities which pass through slabs should be isolated from the slabs with sleeves and provided with flexible couplings to slab-supported appliances.
3. Exterior patio and porch slabs should be isolated from the building. These slabs should be well-reinforced to function as independent units.
4. Frequent control joints should be provided, in accordance with American Concrete Institute (ACI) recommendations, to reduce problems associated with shrinkage and curling.

BELOW-GRADE CONSTRUCTION

We understand that no below-grade areas, such as basements or crawl spaces, are planned for the building. If construction plans evolve to include below-grade areas, we should be informed so that we can provide recommendations for lateral earth pressures and subsurface drainage.



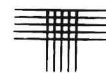
SURFACE DRAINAGE

Surface drainage is critical to the performance of foundations, floor slabs, and concrete flatwork. Surface drainage should be designed to provide rapid runoff of surface water away from the building. Proper surface drainage and irrigation practices can help control the amount of surface water that penetrates to foundation levels and contributes to settlement or heave of soils that support foundations and slabs-on-grade. Positive drainage away from the foundation and avoidance of irrigation near the foundation also help to avoid excessive wetting of backfill soils, which can lead to increased backfill settlement. We recommend the following precautions.

1. The ground surface surrounding the exterior of the building should be sloped to drain away from the building in all directions. We recommend a minimum constructed slope of at least 12 inches in the first 10 feet (10 percent) in landscaped areas around the building.
2. Backfill around the foundation walls should be moistened and compacted pursuant to recommendations in the Foundation Wall Backfill section.
3. The building should be provided with roof drains or gutters and downspouts. Roof downspouts and drains should discharge well beyond the limits of all backfill. Splash blocks and/or extensions should be provided at all downspouts so water discharges onto the ground beyond backfill zones.
4. Landscaping should be carefully designed and maintained to minimize irrigation. Plants placed close to foundation walls should be limited to those with low moisture requirements. Sprinklers should not discharge within 5 feet of foundations. Plastic sheeting should not be placed beneath landscaped areas adjacent to foundation walls or grade beams. Geotextile fabric will inhibit weed growth yet still allow natural evaporation to occur.

PAVEMENTS

The near-surface, natural soils at this site possess variable pavement



support characteristics. We recommend sub-excavation, moisture-treatment and recompaction of the subgrade soils to a depth of at least 12 inches as discussed in the Pavement Subgrade section. Based on the AASHTO Classification system, we estimate the recompacted fill soils will classify as AASHTO Group A-6. We estimate a resilient modulus (M_R) of 4,000 psi based on our experience with similar soils.

Traffic loading numbers were not available at this writing. We assume pavements will be primarily subject to automobile traffic. Some heavy truck traffic, such as garbage trucks, may occur in some areas, including entrances and dumpster pads. We estimated an Equivalent Single Axle Load (ESAL) Value of 66,000 for the pavements at the site. We should be provided with design traffic numbers when available so that we can review and/or refine our recommendations.

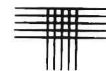
Based on our calculations, we recommend the following minimum pavement sections for the project.

Table 1
Recommended Pavement Section Alternatives

Design Traffic Load (ESAL)	Asphalt Concrete (AC)	Asphalt Concrete + Aggregate Base Course (AC + ABC)	Portland Cement Concrete (PCC)
66,000	5.5" AC	4.0" AC + 6.0" ABC	6.0" PCC

Pavement performance can be problematic where heavy trucks turn and stop, such as entrances and dumpster pads. In areas subject to heavy truck traffic, we recommend Portland cement concrete that is at least 6 inches thick.

The performance of a pavement system is as a function of the quality of the paving materials and construction, as well as the support characteristics of the subgrade soils. If the pavement system is constructed of inferior material,



then the life and serviceability of the pavement will be substantially reduced. We have included pavement material and construction recommendations in the attached Appendix A.

A primary cause of early pavement deterioration is water infiltration into the pavement system. The addition of moisture usually results in softening of base course and subgrade and the eventual failure of the pavement. We recommend drainage be designed for rapid removal of surface runoff from pavement surfaces. Portland cement concrete drainage pans with subsurface drains should be considered in areas where water will be flowing across pavement surfaces.

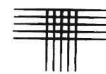
CONCRETE

Concrete in contact with soil can be subject to sulfate attack. We measured a soluble sulfate concentration of 0.00 percent in two samples of the soil from this site (see Table I). For this level of sulfate concentration, the American Concrete Institute (ACI) indicates there are no special cement requirements for concrete in contact with the subsoils.

In our experience, superficial damage may occur to the exposed surfaces of highly permeable concrete, even though sulfate levels are relatively low. To control this risk and to resist freeze-thaw deterioration, the water-to-cementitious materials ratio should not exceed 0.50 for concrete in contact with soils that are likely to stay moist due to surface drainage or high-water tables. Concrete should have a total air content of 6% +/- 1.5%.

CONSTRUCTION OBSERVATIONS

We recommend that CTL | Thompson, Inc. be retained to provide construction observation and materials testing services for the project. This would



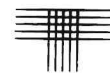
allow us the opportunity to verify whether soil conditions are consistent with those found during this investigation. If others perform these observations, they must accept responsibility to judge whether the recommendations in this report remain appropriate. It is also beneficial to projects, from economic and practical standpoints, when there is continuity between engineering consultation and the construction observation and materials testing phases.

STRUCTURAL ENGINEERING SERVICES

CTL | Thompson, Inc. is a full-service geotechnical, structural, materials, and environmental engineering firm. Our services include preparation of structural framing and foundation plans. We can also design earth retention systems. Based on our experience, CTL | Thompson, Inc. typically provides value to projects from schedule and economic standpoints, due to our combined expertise and experience with geotechnical, structural, and materials engineering. We can provide a proposal for structural engineering services for the project, if requested.

GEOTECHNICAL RISK

The concept of risk is an important aspect with any geotechnical evaluation primarily because the methods used to develop geotechnical recommendations do not comprise an exact science. We never have complete knowledge of subsurface conditions. Our analysis must be tempered with engineering judgment and experience. Therefore, the recommendations presented in any geotechnical evaluation should not be considered risk-free. We cannot provide a guarantee that the interaction between the soils and the proposed structure will result in performance as desired or intended. The engineering recommendations presented in the preceding sections constitute our estimate of those measures necessary to help the building perform satisfactorily.



This report has been prepared for the exclusive use of the client. The information, conclusions, and recommendations presented herein are based upon consideration of many factors including, but not limited to, the type of structures proposed, the geologic setting, and the subsurface conditions encountered. Standards of practice continuously change in geotechnical engineering. The recommendations provided are appropriate for about three years. If the proposed building is not constructed within about three years, we should be contacted to determine if we should update this report.

LIMITATIONS

Our exploratory borings provide a reasonably accurate picture of subsurface conditions. Variations in the subsurface conditions not indicated by our borings will occur. We should be provided with architectural plans, as they evolve, so we can provide geotechnical/geo-structural engineering input.

This investigation was conducted in a manner consistent with that level of care and skill ordinarily exercised by geotechnical engineers currently practicing under similar conditions in the locality of this project. No warranty, express or implied, is made. If we can be of further service in discussing the contents of this report, please call.

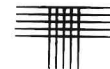
CTL | THOMPSON, INC.

John Mechling, P.E.
Senior Principal Engineer

JM:JDK:abr

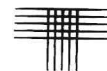
Reviewed by:

James D. Kellogg, P.E.
Division Manager



APPENDIX A

PAVEMENT MATERIAL AND CONSTRUCTION RECOMMENDATIONS

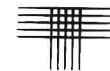


PAVEMENT MATERIALS

Material properties and construction criteria for the pavement alternatives are provided below. These criteria were developed from analysis of the field and laboratory data and our experience. If the materials cannot meet these recommendations, then the pavement design should be reevaluated based upon available materials. Materials planned for construction should be submitted and the applicable laboratory tests performed to verify compliance with the specifications.

Asphalt Concrete (AC)

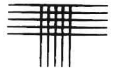
1. AC should be composed of a mixture of aggregate, filler, hydrated lime and asphalt cement. Some mixes may require polymer modified asphalt cement, or make use of up to 25 percent reclaimed asphalt pavement (RAP). A job mix design is recommended and periodic checks on the job site should be made to verify compliance with specifications.
2. AC should be relatively impermeable to moisture and should be designed with crushed aggregates that have a minimum of 80 percent of the aggregate retained on the No. 4 sieve with two mechanically fractured faces.
3. Gradations that approach the maximum density line (within 5 percent between the No. 4 and 50 sieve) should be avoided. A gradation with a nominal maximum size of 1 or 2 inches developed on the fine side of the maximum density line should be used.
4. Total void content, voids in the mineral aggregate (VMA) and voids filled should be considered in the selection of the optimum asphalt cement content. The optimum asphalt content should be selected at a total air void content of approximately 4 percent. The mixture should have a minimum VMA of 14 percent and between 65 percent and 80 percent of voids filled.
5. Asphalt cement should meet the requirements of the Superpave Performance Graded (PG) Binders. The minimum performing asphalt cement should be PG 58-28.
6. Hydrated lime should be added at the rate of 1 percent by dry weight of the aggregate and should be included in the amount passing the No. 200 sieve. Hydrated lime for aggregate pretreatment should conform to the requirements of ASTM C 207, Type N.



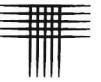
7. Paving should only be performed when subgrade temperatures are above 40°F and air temperature is at least 40°F and rising.
8. HMA should not be placed at a temperature lower than 245°F for mixes containing PG 58-28 asphalt, and 290°F for mixes containing polymer modified asphalt. The breakdown compaction should be completed before the mixture temperature drops 20°F.
9. The maximum compacted lift should be 3.0 inches and joints should be staggered. No joints should be placed within wheel paths.
10. HMA should be compacted to 94 ± 2 percent of Maximum Theoretical Density. The surface shall be sealed with a finish roller prior to the mix cooling to 185°F.
11. Placement and compaction of HMA should be observed and tested by a representative of our firm. Placement should not commence until the subgrade is properly prepared (or stabilized), tested and proof-rolled. Proof rolling should be performed with the heaviest machine available at the time. The proof roller should be selected from machines providing both mass and high contact pressure.

Portland Cement Concrete (PCC)

1. Portland cement concrete should have a minimum compressive strength of 4,500 psi at 28 days and a minimum modulus of rupture (flexural strength) of 650 psi. A CDOT approved Class P mix design is also acceptable. A job mix design is recommended and periodic checks on the job site should be made to verify compliance with specifications.
2. Normal Type I or Type II cement may be used in concrete at this site.
3. Portland cement concrete should not be placed when the subgrade or air temperature is below 40°F.
4. Free water should not be finished into the concrete surface and finishers should not use a steel trowel on the surface. Atomizing nozzle pressure sprayers for applying finishing compounds are recommended whenever the concrete surface becomes difficult to finish with scaling and to continue the strength gain, we recommend deicing salts not be used for the first year after placement.
5. Curing of the portland cement concrete should be accomplished by the use of a curing compound. The curing compound should be applied in accordance with manufacturer recommendations.



6. Curing procedures should be implemented, as necessary, to protect the pavement against moisture loss, rapid temperature change, freezing, and mechanical injury.
7. Construction joints, including longitudinal joints and transverse joints, should be formed during construction or sawed after the concrete has begun to set, but prior to uncontrolled cracking.
8. All joints should be properly sealed using a rod back-up and approved sealant.
9. Traffic should not be allowed on the pavement until it has properly cured and achieved at least 80 percent of the design strength, with saw joints already cut.
10. Placement of portland cement concrete should be observed and tested by a representative of our firm. Placement should not commence until the subgrade is properly prepared and tested.



0 500 1000
SCALE: 1" = 1000'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH
(DATED JUNE 2017)





LEGEND:

- TH-1 APPROXIMATE LOCATION OF
EXPLORATORY BORING
- APPROXIMATE PROPERTY
BOUNDARY
- NOTE: SATELLITE IMAGE FROM GOOGLE
EARTH (DATED JUNE 2017)



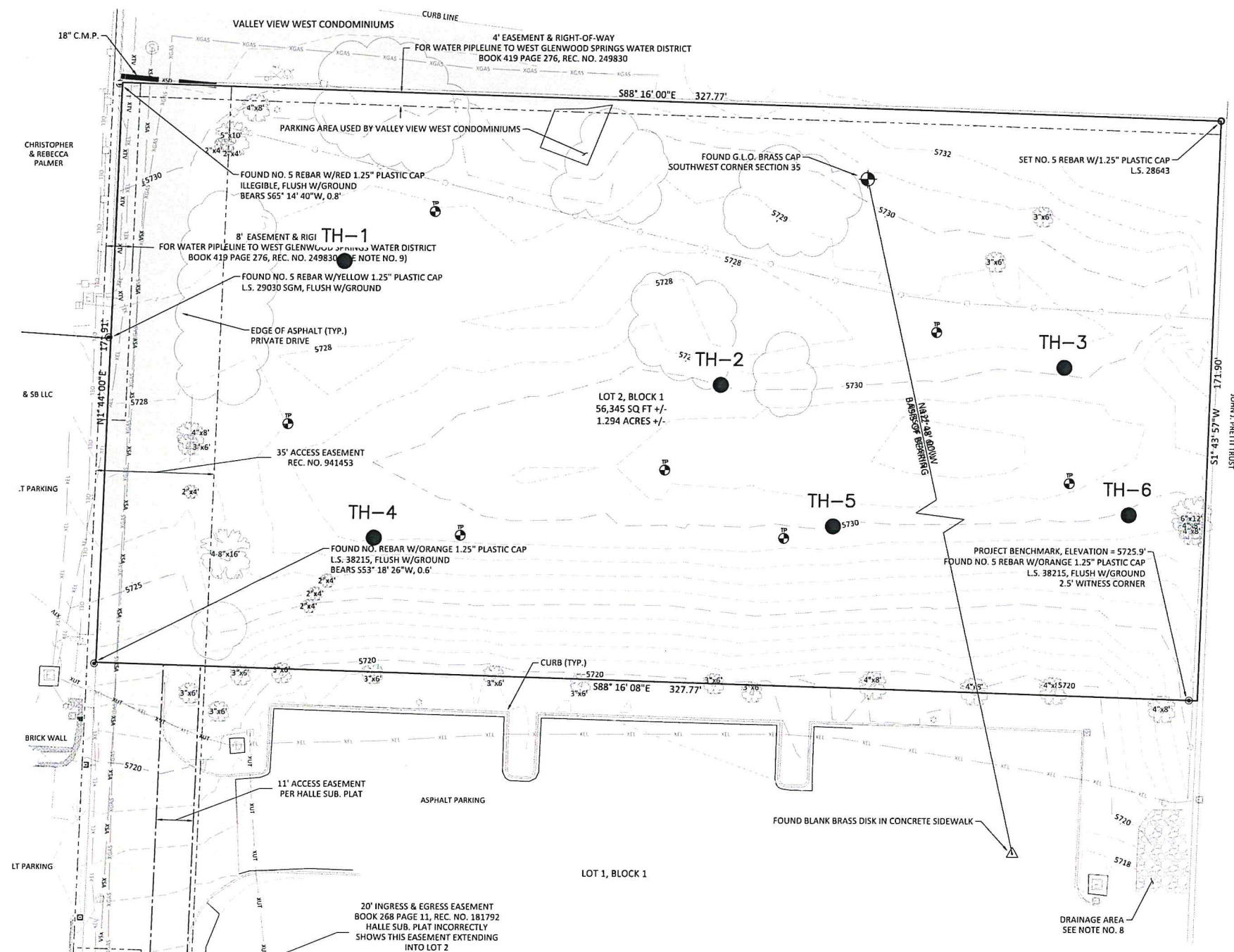


0 20 40
SCALE: 1" = 40'

LEGEND:

TH-1 APPROXIMATE LOCATION OF EXPLORATORY BORING

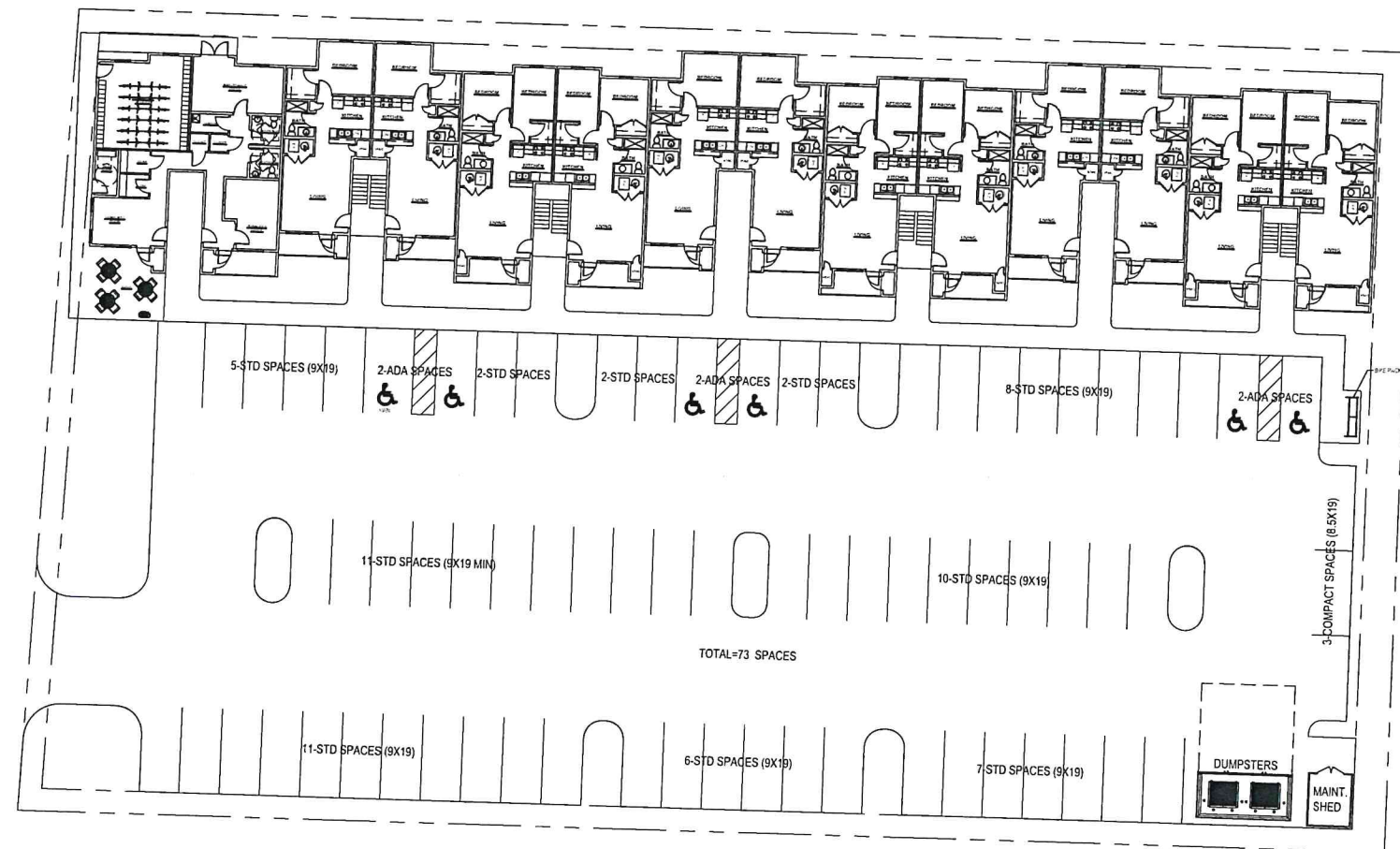
NOTE: BASE DRAWING BY SOPRIS ENGINEERING, LLC





0 20 40
SCALE: 1" = 40'

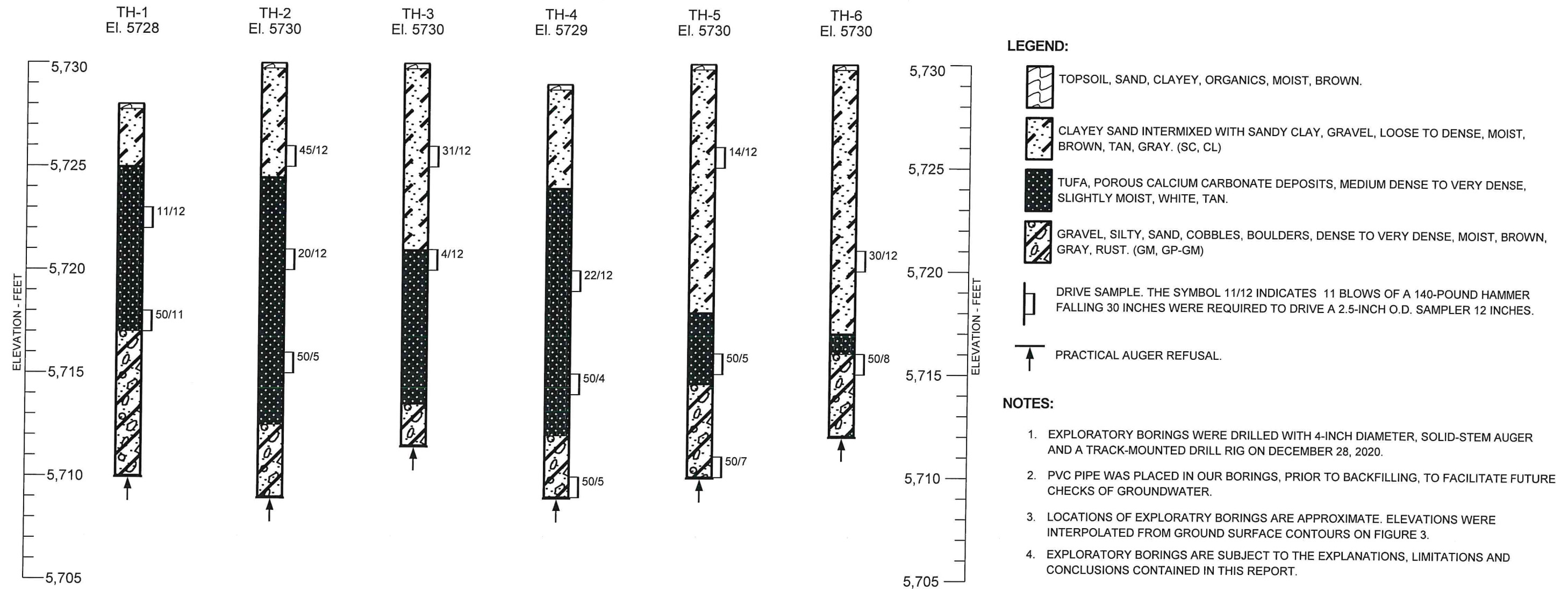
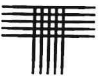
NOTE: BASE DRAWING BY REAL
AMERICA DEVELOPMENT, LLC
(DATED DECEMBER 1, 2020)

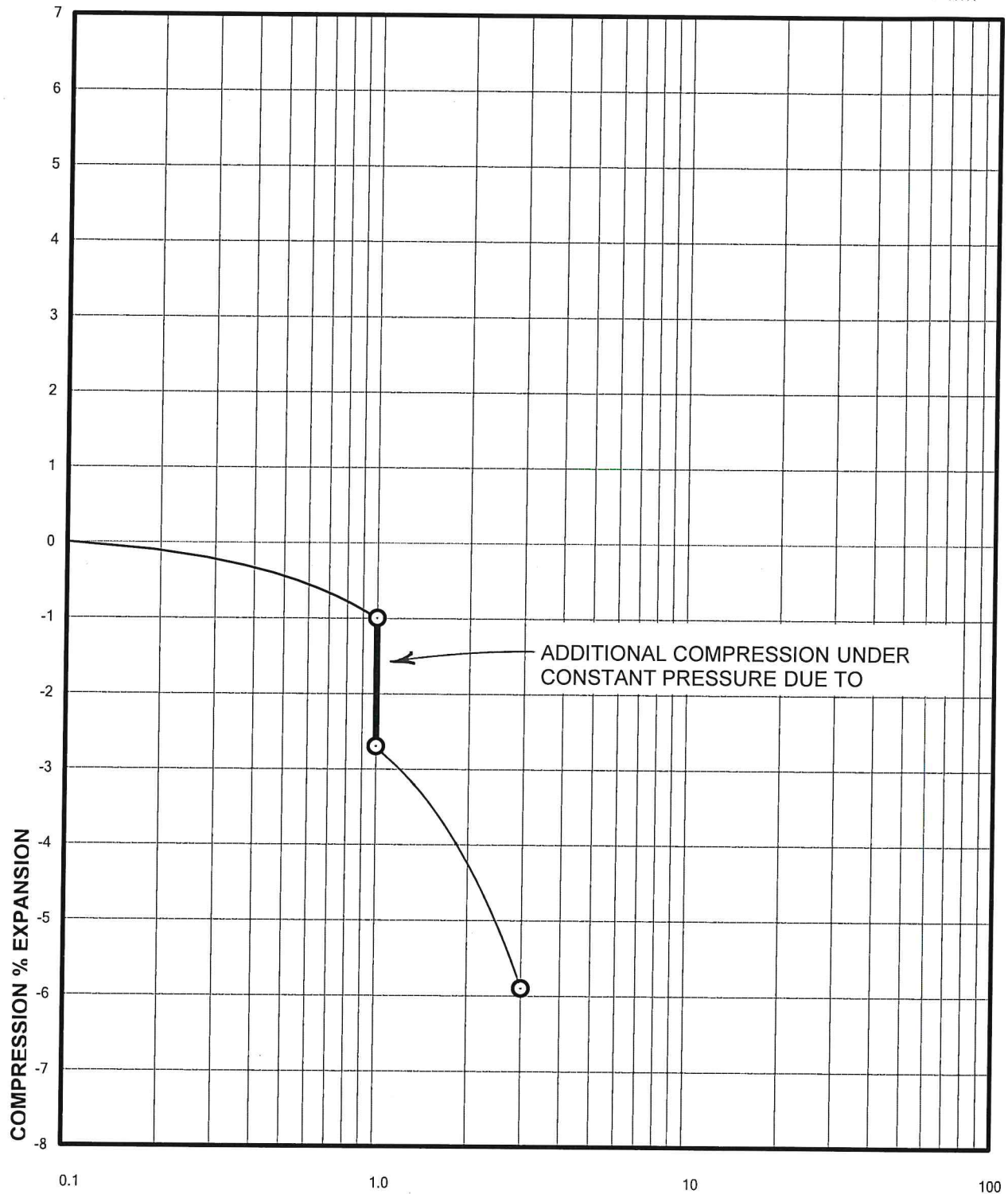
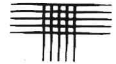


TABULATIONS			
UNITS-	54 TOTAL	FLOOR AREA-	13,269 GSF
1 BEDROOM-	16 PER FLOOR*	BLDG TOTAL-	53,076 GSF
2 BEDROOM-	24 UNITS		18.5% LANDSCAPED
3 BEDROOM-	30 UNITS		

GSF = MEASURED TO THE OUTSIDE FACE OF UNITS EXTERIOR AND PARTY WALL STUD. ALSO INCLUDES THE EXTERIOR STORAGE CLOSET AND BALCONIES.

*1ST FLOOR= 12 UNITS + COMMUNITY SPACE





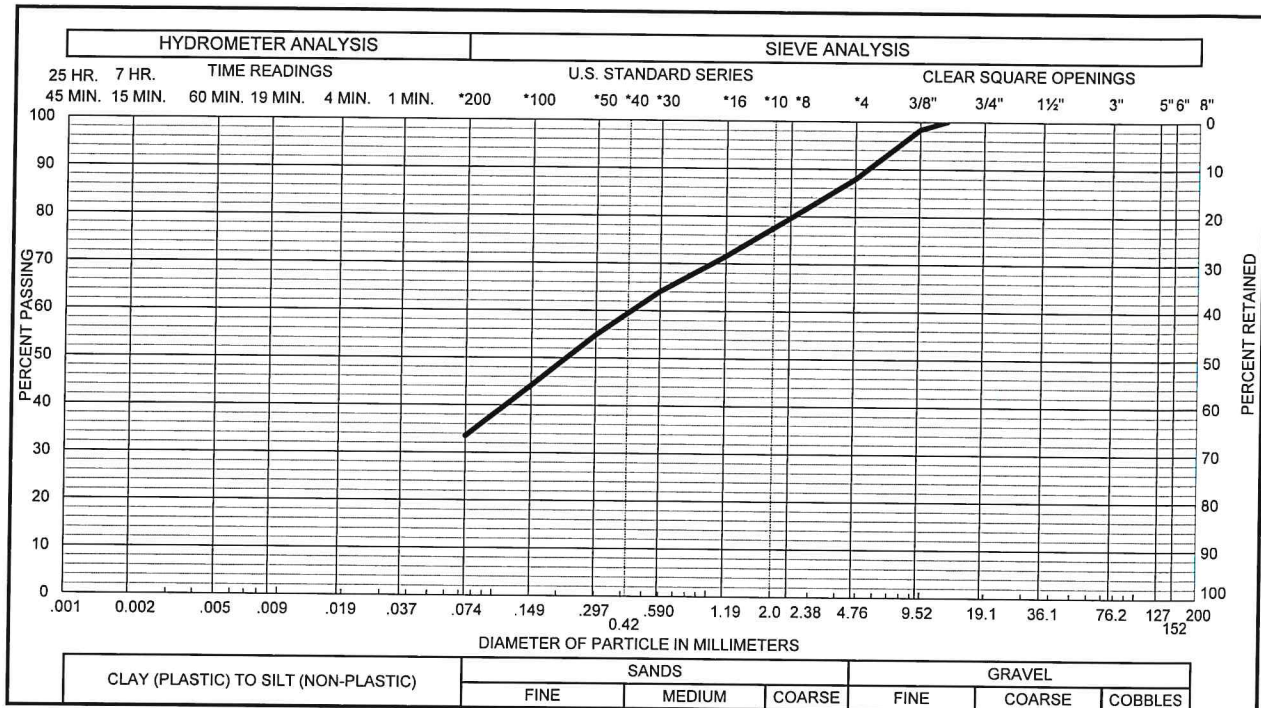
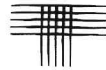
APPLIED PRESSURE - KSF
Sample of CLAY, SANDY (CL)
From TH-6 AT 9 FEET

DRY UNIT WEIGHT= 100 PCF
MOISTURE CONTENT= 3.8 %

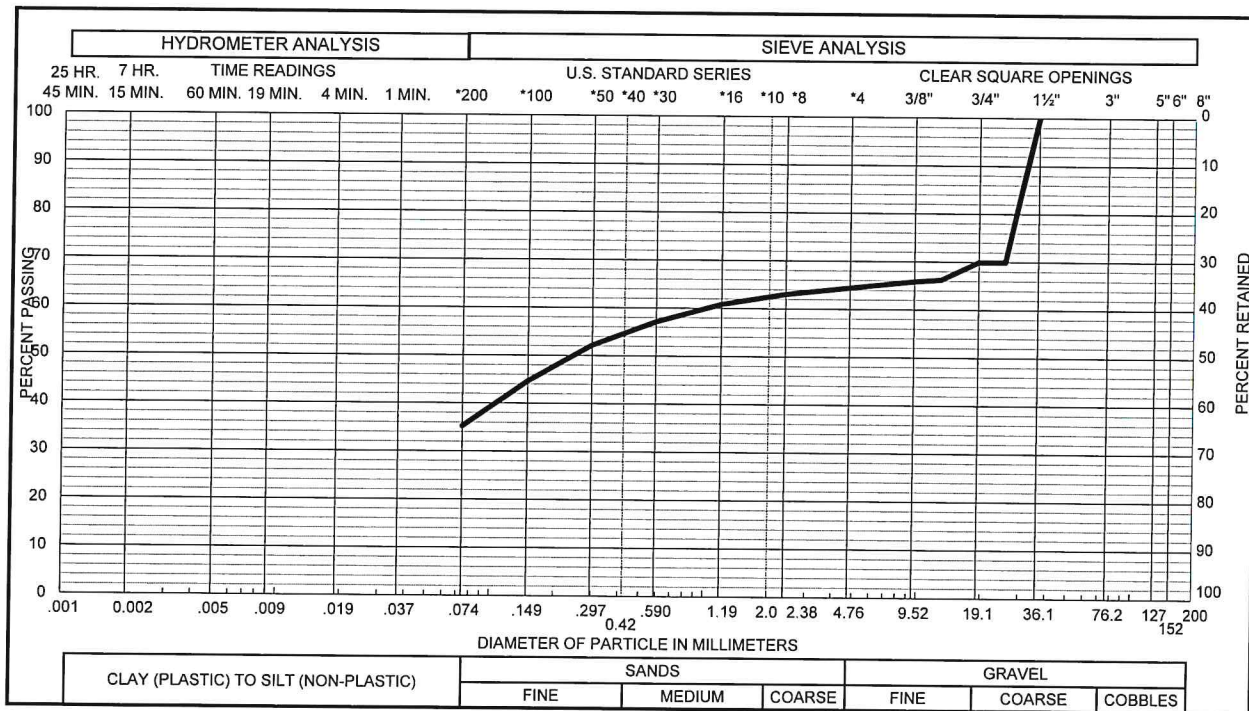
REAL AMERICA DEVELOPMENT, LLC
MOUNTAIN VIEW FLATS
PROJECT NO. GS06520.000-120

Swell Consolidation Test Results

FIG. 6



Sample of **SAND, SILTY (SM)** GRAVEL 12 % SAND 54 %
From **TH-4 AT 19 FEET** SILT & CLAY 34 % LIQUID LIMIT %
PLASTICITY INDEX %



Sample of **GRAVEL, SILTY (GM)** GRAVEL 36 % SAND 29 %
From **TH-6 AT 14 FEET** SILT & CLAY 35 % LIQUID LIMIT %
PLASTICITY INDEX %



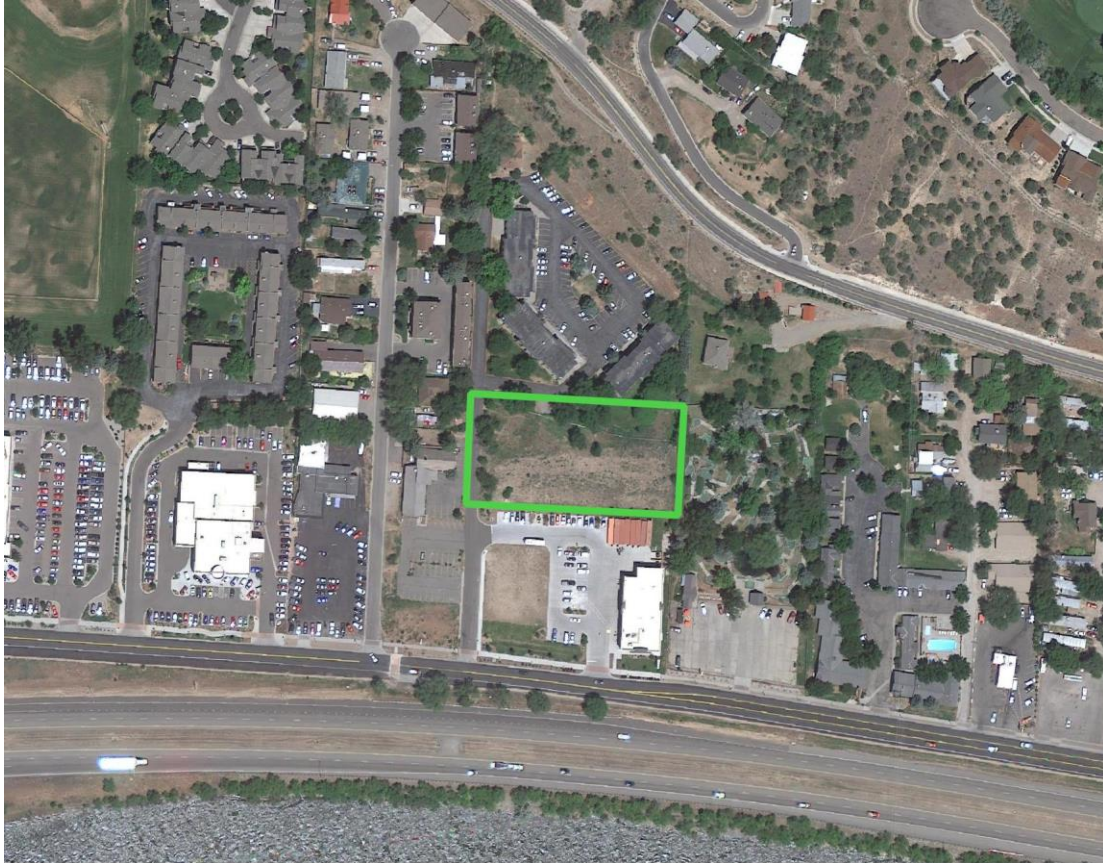
SUMMARY OF LABORATORY TESTING
PROJECT NO. GS06520.000-120

* SWELL MEASURED WITH 1000 PSF APPLIED PRESSURE.
NEGATIVE VALUE INDICATES COMPRESSION.

Exhibit C

Traffic Impact Study

**Transportation Impact Study
for
Mountainview Flats
Glenwood Springs, Colorado**



June 25, 2021

PREPARED FOR:
RealAmerica
8250 N. Dean Road
Indianapolis, IN 46240
Attention: Barry Perron

PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: M1524

Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-three years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Table of Contents

1.0	PROJECT DESCRIPTION	5
2.0	EXISTING CONDITIONS	7
2.1	DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM.....	7
2.2	SITE ACCESS DESCRIPTION	7
2.3	TRAFFIC DATA COLLECTION.....	7
3.0	FUTURE TRAFFIC PROJECTIONS.....	9
3.1	BACKGROUND INFRASTRUCTURE ASSUMPTIONS.....	9
3.2	BACKGROUND TRAFFIC GROWTH	9
4.0	PROJECT TRAFFIC	13
4.1	PROPOSED LAND USE	13
4.2	TRIP GENERATION ANALYSIS	13
4.3	MULTI-MODAL REDUCTION.....	13
4.4	SITE-GENERATED TRAFFIC	13
4.5	DIRECTIONAL DISTRIBUTION.....	15
4.6	TRAFFIC ASSIGNMENT.....	16
4.7	TOTAL TRAFFIC.....	16
5.0	TRANSPORTATION IMPACT ANALYSIS	21
5.1	STATE HIGHWAY ACCESS PERMITS	21
5.2	STATE HIGHWAY TURN LANE ANALYSIS.....	21
5.3	MULTI-MODAL ANALYSIS.....	23
6.0	RECOMMENDATIONS AND CONCLUSIONS.....	24
7.0	REFERENCED DOCUMENTS	25
8.0	APPENDICES.....	26

Tables and Figures

FIGURE 1: VICINITY MAP	5
FIGURE 2: SITE MAP.....	6
FIGURE 3: SITE PLAN	6
FIGURE 4: YEAR 2021 EXISTING TRAFFIC.....	8
FIGURE 5: PARCEL ACCESS	9
FIGURE 6: PARCEL DEVELOPMENT STATUS.....	9
TABLE 1: 20-YEAR GROWTH FACTORS	10
FIGURE 7: YEAR 2022 BACKGROUND TRAFFIC	11
FIGURE 8: YEAR 2042 BACKGROUND TRAFFIC	12
TABLE 2: PROJECT TRIP GENERATION.....	14
TABLE 3: EXISTING INBOUND DIRECTIONAL DISTRIBUTION (IN VPH)	15
TABLE 4: EXISTING OUTBOUND DIRECTIONAL DISTRIBUTION (IN VPH)	15
FIGURE 9: PROJECT GENERATED DIRECTIONAL DISTRIBUTION.....	17
FIGURE 10: PROJECT GENERATED TRAFFIC ASSIGNMENT.....	18
FIGURE 11: YEAR 2022 TOTAL TRAFFIC.....	19
FIGURE 12: YEAR 2042 TOTAL TRAFFIC.....	20
TABLE 5: PRIVATE ACCESS ROAD VOLUMES	21
TABLE 6: AUXILIARY TURN LANE REQUIREMENTS FOR YEAR 2042 BACKGROUND TRAFFIC....	22
TABLE 7: AUXILIARY TURN LANE REQUIREMENTS FOR YEAR 2042 TOTAL TRAFFIC	22
FIGURE 13: SIDEWALK PLAN	23

1.0 Project Description

McDowell Engineering has prepared this Traffic Impact Study for the proposed Mountainview Flats project located on US Highway 6 & 24 (Frontage Road) at 51537 Hwy 6 & 24, Glenwood Springs, Colorado. The purpose of this study is to forecast and analyze the impacts of the traffic volumes associated with the construction of the project. Recommendations to mitigate any traffic impacts are also included. The analyses comply with Colorado Department of Transportation (CDOT) standards.

Mountainview Flats is a proposed multifamily development that will include forty (40) residential dwelling units. The existing parcel is currently vacant. The property will access a shared Private Access Road that accesses the Frontage Road.

Refer to the Vicinity Map in **Figure 1**. A Site Map (**Figure 2**) shows the configuration of the site and how it accesses the Private Access Road. A Site Plan is shown in **Figure 3**.



Figure 1: Vicinity Map

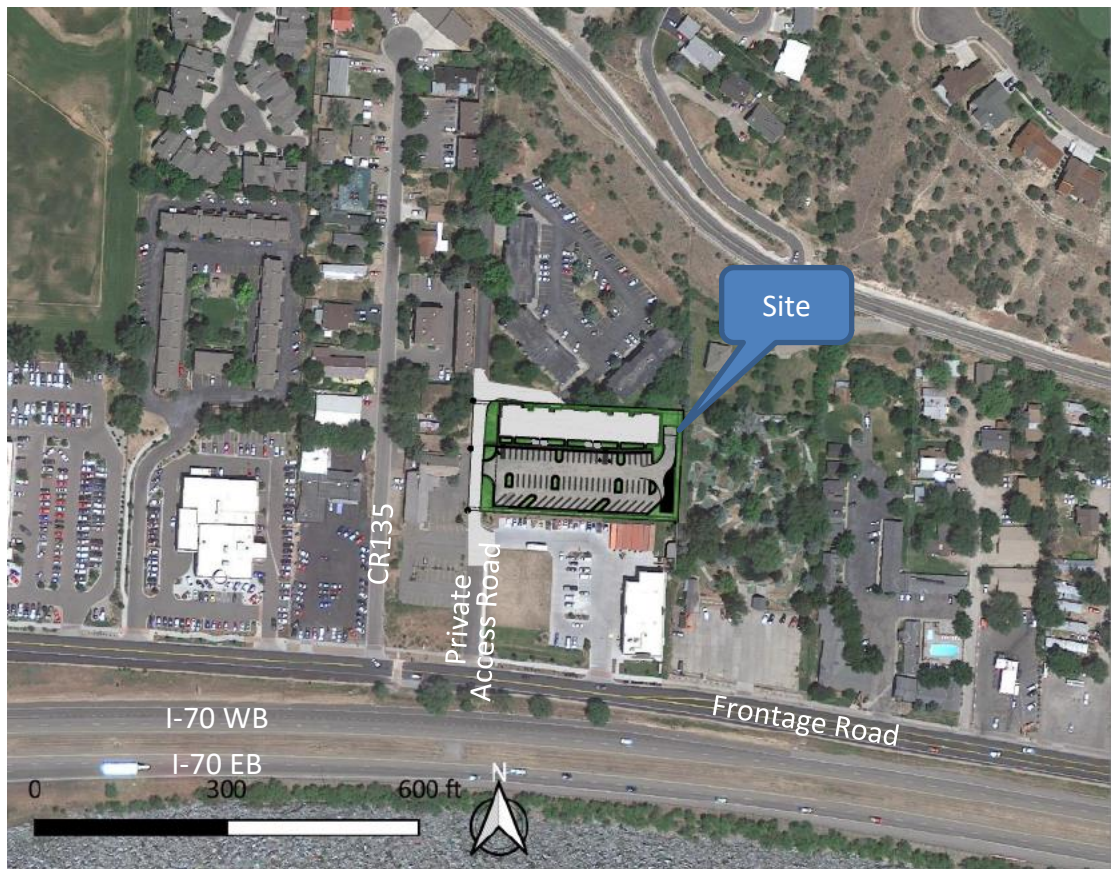


Figure 2: Site Map

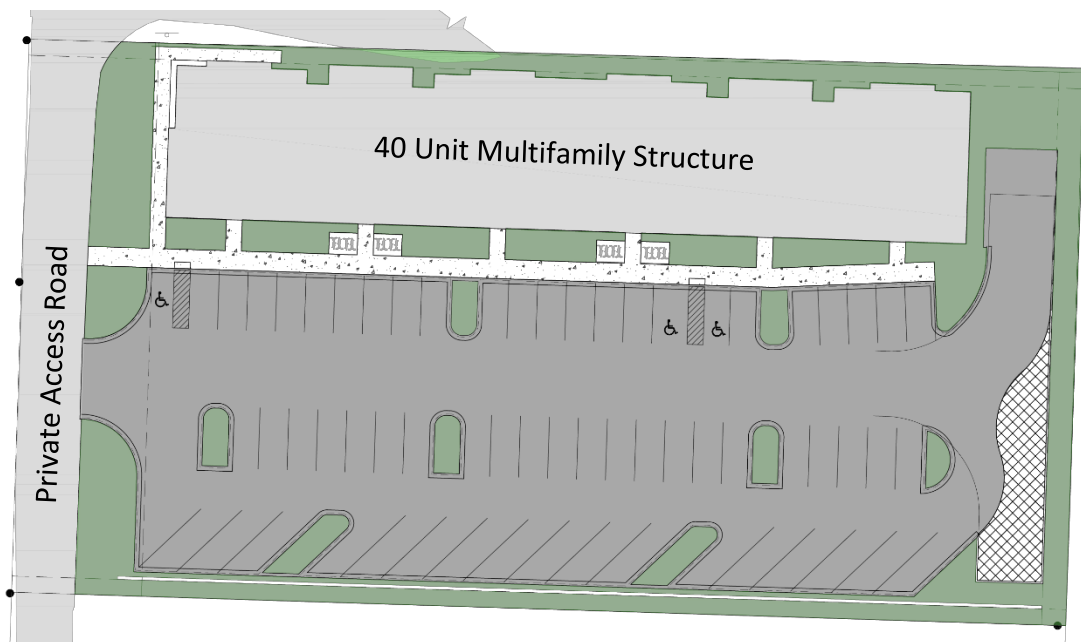


Figure 3: Site Plan

2.0 Existing Conditions

2.1 Description of Existing Transportation System

Highway 6&24 (Frontage Road): The Frontage Road (locally referred to as Highway 6&24) is located on the north side of I-70 beginning approximately 1.2 miles west of the I-70 West Glenwood Interchange (MM114). The Frontage Road runs to the east approximately 3 miles to the intersection of Deveraux Road and 006K (6th Street). The posted speed limit is 40 mph both eastbound and westbound on in the vicinity of the site and Private Access Road.

Private Access Road: The Private Access Road is a north-south road that accesses the Frontage Road at approximate mile marker 114.66 (based upon I-70 mile markers). It is located approximately 150 feet east of County Road 135 and approximately 1875' east of the I-70 north side roundabout. There is no posted speed limit on the Private Access Road. The road runs north approximately 750'. The Private Access Road provides access for several parcels as shown in **Figure 5**.

2.2 Site Access Description

The project site is proposed to have a single access onto the Private Access Road. The site is located in the southwest corner of the parcel, and will access the Private Access Road on the east side.

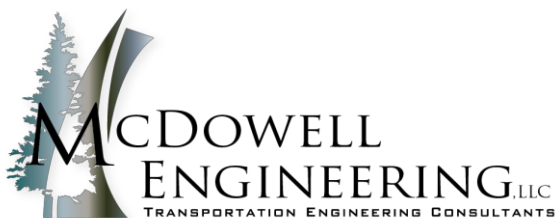
2.3 Traffic Data Collection

Morning and evening weekday peak hour turning movement counts were collected at the Private Access Road and Frontage Road intersection on Thursday, June 17, 2021. Weekend peak hour turning movement counts were also collected on Saturday, June 19, 2021. Traffic count data is included in the **Appendix** of the report. The Year 2021 Existing Traffic is shown in **Figure 4**.

Figure 4: Year 2021 Existing Traffic



1	12 / 17 / 20 13 / 7 / 13	2 / 14 / 3 87 / 313 / 235
	15 / 17 / 9 198 / 268 / 291	



Mountainview Flats
Glenwood Springs, CO

LEGEND:

Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number
Prepared By

M1524
GWS

6/25/2021

3.0 Future Traffic Projections

3.1 Background Infrastructure Assumptions

Several parcels border the Private Access Road. **Figure 5** shows these parcels and details how each parcel gets access from CR135, the Private Access Road, and/or the Frontage Road. **Figure 6** shows the state of development for the parcels that take partial or full access from the Private Access Road. Since the only undeveloped parcel is the project site (shown in green in **Figure 6**), and the remainder of the parcels are fully developed, there is no future growth for the developed parcels. Therefore, the traffic counts captured the traffic volumes for all the developed parcels.



Figure 5: Parcel Access

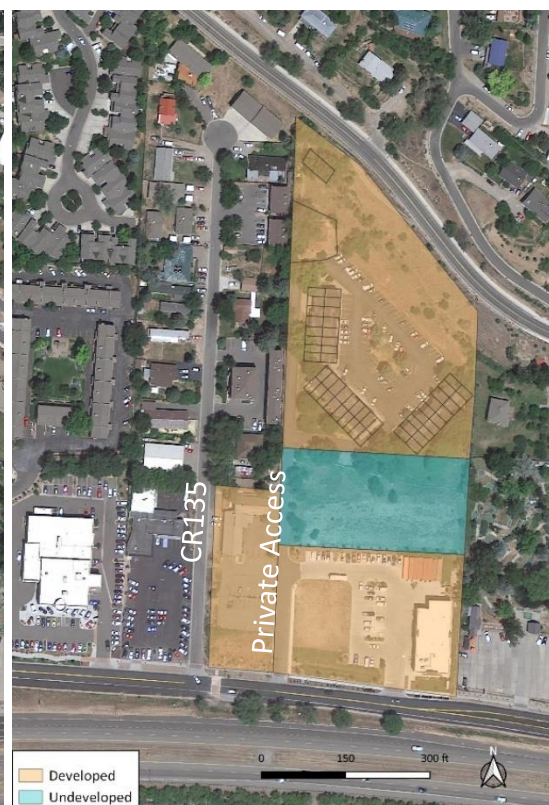


Figure 6: Parcel Development Status

3.2 Background Traffic Growth

Seasonal Adjustment Factor: A seasonal adjustment factor (SAF) of 1.09 was necessary to adjust the June counts. CDOT's continuous counter data on I-70, east of SH82 was analyzed and it was determined that July is the highest month. The seasonal adjustment factor calculations are included in the **Appendix**.

Year 2022 and Year 2042 Background Traffic: CDOT uses their published growth rate to forecast future traffic volumes on their highways. The data is available at CDOT's *Online Transportation Information System*¹ (OTIS). CDOT does not publish OTIS data for their Frontage Roads, so the nearest CDOT highway sections were used. Three

sections of I-70 were used to determine the 20-year growth factor. The three sections were averaged, and an annual growth rate was calculated. The OTIS data is included in the **Appendix**.

Table 1: 20-Year Growth Factors

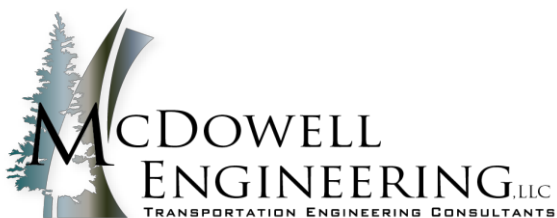
Section	20-Year Growth Factor (from OTIS)
I-70 West of Exit 114 (West Glenwood)	1.27
I-70 between Exit 114 (West Glenwood) and Exit 116 (Glenwood Springs)	1.24
I-70 East of Exit 116 (Glenwood Springs)	1.23
Average of 20-Year Growth Factors	1.246
Annual Growth Rate	1.11%

The 2022 and 2042 Background Traffic are shown by applying the seasonal adjustment and the Annual Growth rate to the Frontage Road. **Figure 7** and **Figure 8** show the 2022 and 2042 Background Traffic volumes, respectively.

Figure 7: Year 2022 Background Traffic



1	12 / 17 / 20 13 / 7 / 13	2 / 14 / 3 96 / 345 / 259
	15 / 17 / 9 218 / 295 / 321	



Mountainview Flats
Glenwood Springs, CO

LEGEND:

Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number
Prepared By

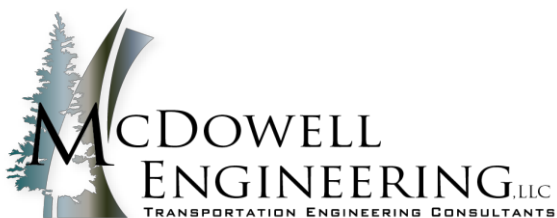
M1524
GWS

6/25/2021

Figure 8: Year 2042 Background Traffic



1	12 / 17 / 20 13 / 7 / 13	2 / 14 / 3 120 / 430 / 323
	15 / 17 / 9 272 / 368 / 400	



Mountainview Flats
Glenwood Springs, CO

LEGEND:

Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number
Prepared By

M1524
GWS

6/25/2021

4.0 Project Traffic

4.1 Proposed Land Use

The proposed development will include 40 apartments in a single, four-story structure located on the northern side of the parcel. A parking lot with a single access to the west of the parcel will connect to the Private Access Road.

4.2 Trip Generation Analysis

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*²⁵ provides trip generation rates for the proposed land uses. ITE Land Use #221 - Multifamily Housing (Mid-Rise) was selected.

4.3 Multi-Modal Reduction

The project is in close proximity to transit stops. The *Johnson Park* transit stop is located on the north side of the Frontage Road and is approximately 750' from the southwest corner of the parcel. The *Hwy 6 + 135 Rd* transit stop is approximately 450' from the southwest corner of the parcel. Both transit stops are well within the ¼ mile walking distance (1320') which is commonly used as a walkable distance to transit. A local circulator bus system, as well as a regional provider, Ride Glenwood⁴ (operated by RFTA) and Roaring Fork Transit Authority⁵ (RFTA), utilize these transit stops and provide both local and regional transit service from Rifle to Aspen.

The project also has an indoor bike storage room that is proposed to house 20 bicycles. Sixteen (16) more outdoor bike storage spaces are also provided.

As a result of the close proximity to transit and the dedicated indoor bike storage and outdoor bike storage facilities provided, the project is conducive to supporting multi-modal travel options. As a result, a ten percent (10%) multi-modal reduction has been applied.

4.4 Site-Generated Traffic

The proposed development is expected to generate 194 external vehicle trips over the course of an average weekday, including 15 trips during the morning peak hour, 18 trips during the evening peak hour, and 22 trips during the Saturday peak hour.

Refer to **Table 2** for trip generation calculations and further breakdown of these trips.

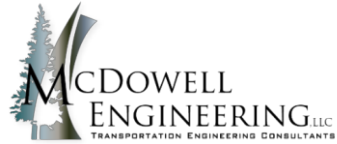


Table 2
Project Trip Generation
Estimated Project-Generated Traffic¹

ITE Trip Generation Equation ³							Average Weekday	Morning Peak Hour				Evening Peak Hour				Saturday Peak Hour			
								Inbound		Outbound		Inbound		Outbound		Inbound		Outbound	
ITE Code	Units ²	Eq. Coef	Avg. Weekday	AM Peak Hour	PM Peak Hour	Sat. Peak Hour	Trips (VPD)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips
Proposed Land Use																			
#221 - Multifamily Housing (Mid-Rise)	40 DU	Type a= b=	A 5.44 -1.75	B 0.83 -0.27	B 0.83 -0.05	A 0.42 6.73	216	27%	4	73%	12	60%	12	40%	8	49%	12	51%	12
Multi-Modal Reduction	-10%						-22	0		-1		-1		-1		-1		-1	
Proposed New Trips							194	4		11		11		7		11		11	

Notes:

¹ Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

² DU = Dwelling Units

³ Fitted curve equations from ITE Land Uses - Equation Type A is $T = a * X + b$, Equation Type B is $\ln(T) = a * \ln(X) + b$, Rate is $T = a * X$

4.5 Directional Distribution

The distribution of project-generated traffic on the surrounding roadway network is influenced by several factors including the following:

- The location of the site relative to other facilities and the roadway network
- The configuration of the existing and proposed adjacent roadway network
- Relative location of neighboring population centers

The existing traffic counts were analyzed to best determine the directional distribution. The AM, PM, and Saturday peak hours of the Private Access Road were averaged, and the directional distribution was calculated for the inbound and outbound directions. **Table 3** and **Table 4** summarize the calculations for the inbound and outbound directional distributions, respectively.

Table 3: Existing Inbound Directional Distribution (in vph)

Direction	AM	PM	SAT	Average	% of Avg
Eastbound Left	15	17	9	14	68%
Westbound Right	2	14	3	6	32%
Total Inbound (EBL+WBR)	17	31	12	20	100%

Table 4: Existing Outbound Directional Distribution (in vph)

Direction	AM	PM	SAT	Average	% of Avg
Southbound Right	12	17	20	16	60%
Southbound Left	13	7	13	11	40%
Total Outbound (SBR+SBL)	25	24	33	27	100%

Based upon the above calculations, the following project-generated directional distribution is as follows:

- Sixty-eight percent (68%) of inbound site-generated traffic will be from the west.
- Thirty-two percent (32%) of inbound site-generated traffic will be from the east.
- Sixty percent (60%) of outbound site-generated traffic will be to the west.
- Forty percent (40%) of outbound site-generated traffic will be to the east.

The anticipated directional distribution of project-generated traffic is depicted in **Figure 9**.

4.6 Traffic Assignment

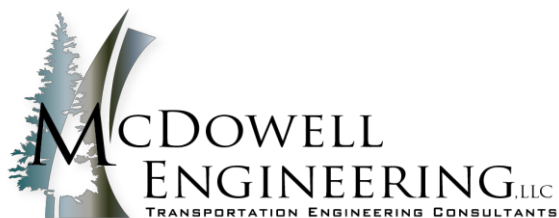
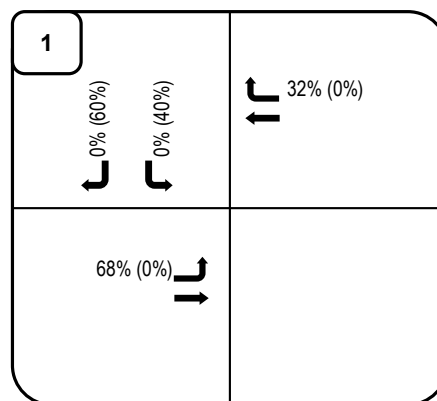
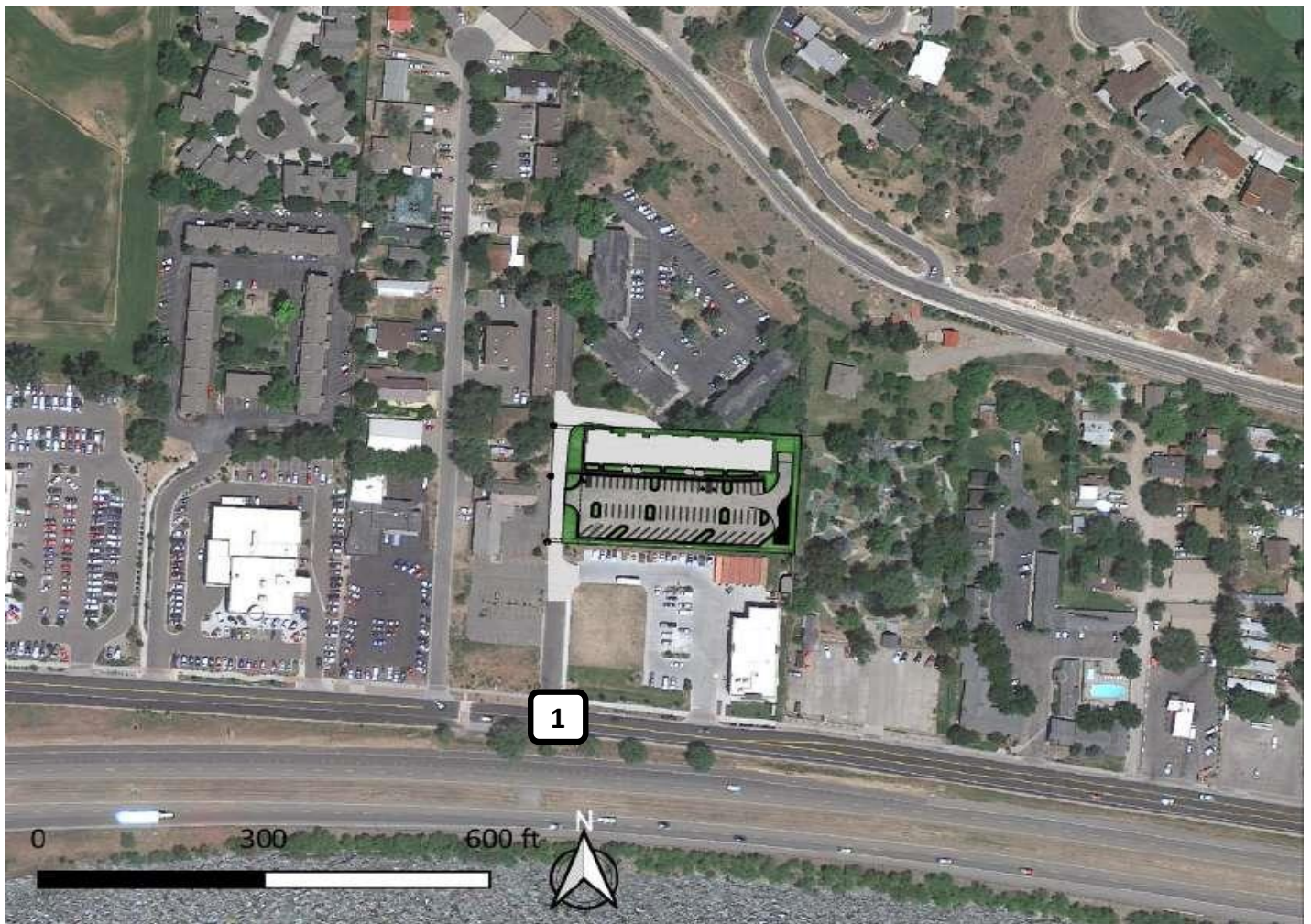
When the trip generation expected for this site is applied to the estimated trip distribution, the result is the anticipated assignment of trips on the roadway system. **Figure 10** depicts the new vehicle trips that are anticipated from the proposed development.

4.7 Total Traffic

Year 2022 Background Traffic (**Figure 7**) is added to the site-generated traffic (**Figure 10**) to yield the total Year 2022 Total Traffic in **Figure 11**.

Similarly, Year 2042 Background Traffic (**Figure 8**) is added to the site-generated traffic (**Figure 10**) to yield the Year 2042 Total Traffic in **Figure 12**.

Figure 9: Project Generated Traffic Distribution



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number

M1524

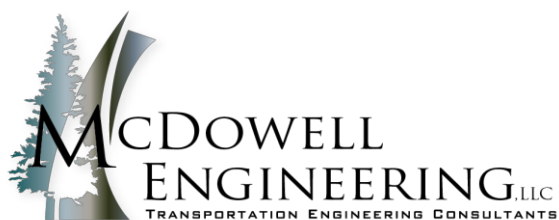
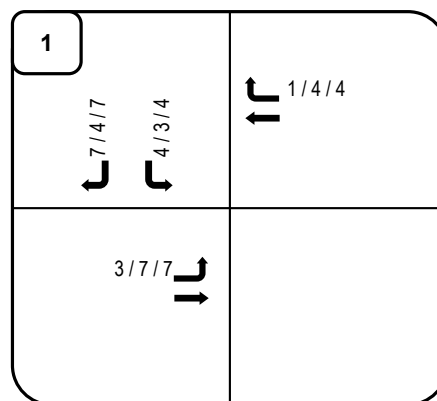
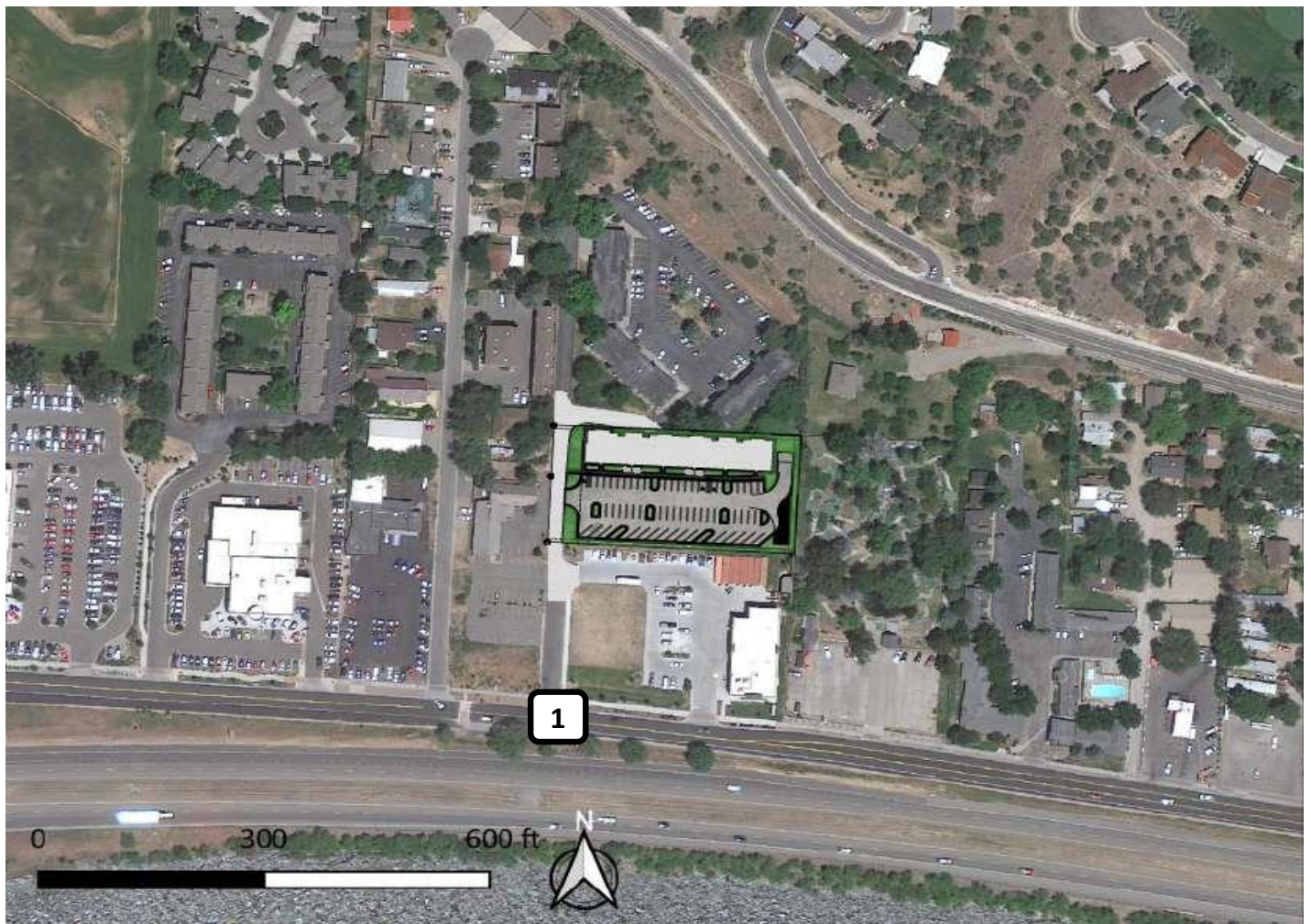
Prepared By

GWS

Mountainview Flats
Glenwood Springs, CO

6/25/2021

Figure 10: Project Generated Traffic Assignment



LEGEND:

Directional Distribution = Inbound% (Outbound %)

AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number

M1524

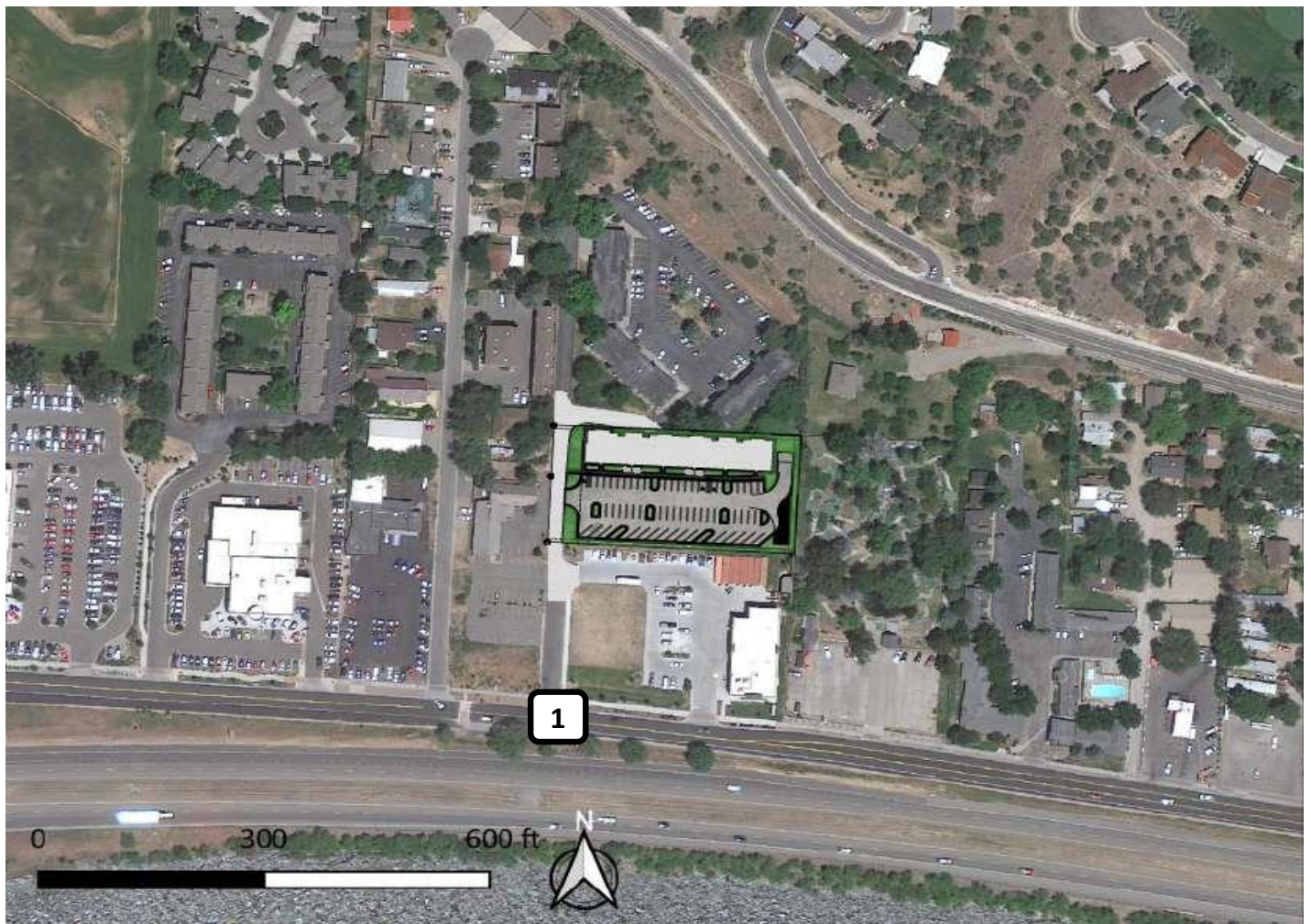
Prepared By

GWS

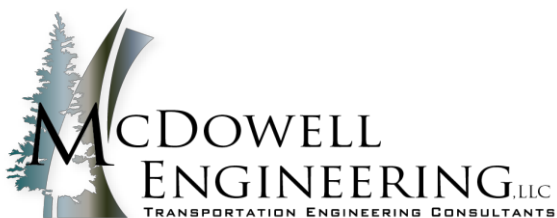
Mountainview Flats
Glenwood Springs, CO

6/25/2021

Figure 11: Year 2022 Total Traffic



1	19 / 21 / 27 17 / 10 / 17 3 / 18 / 7 96 / 345 / 259
	18 / 24 / 16 218 / 295 / 321



Mountainview Flats
Glenwood Springs, CO

LEGEND:

Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

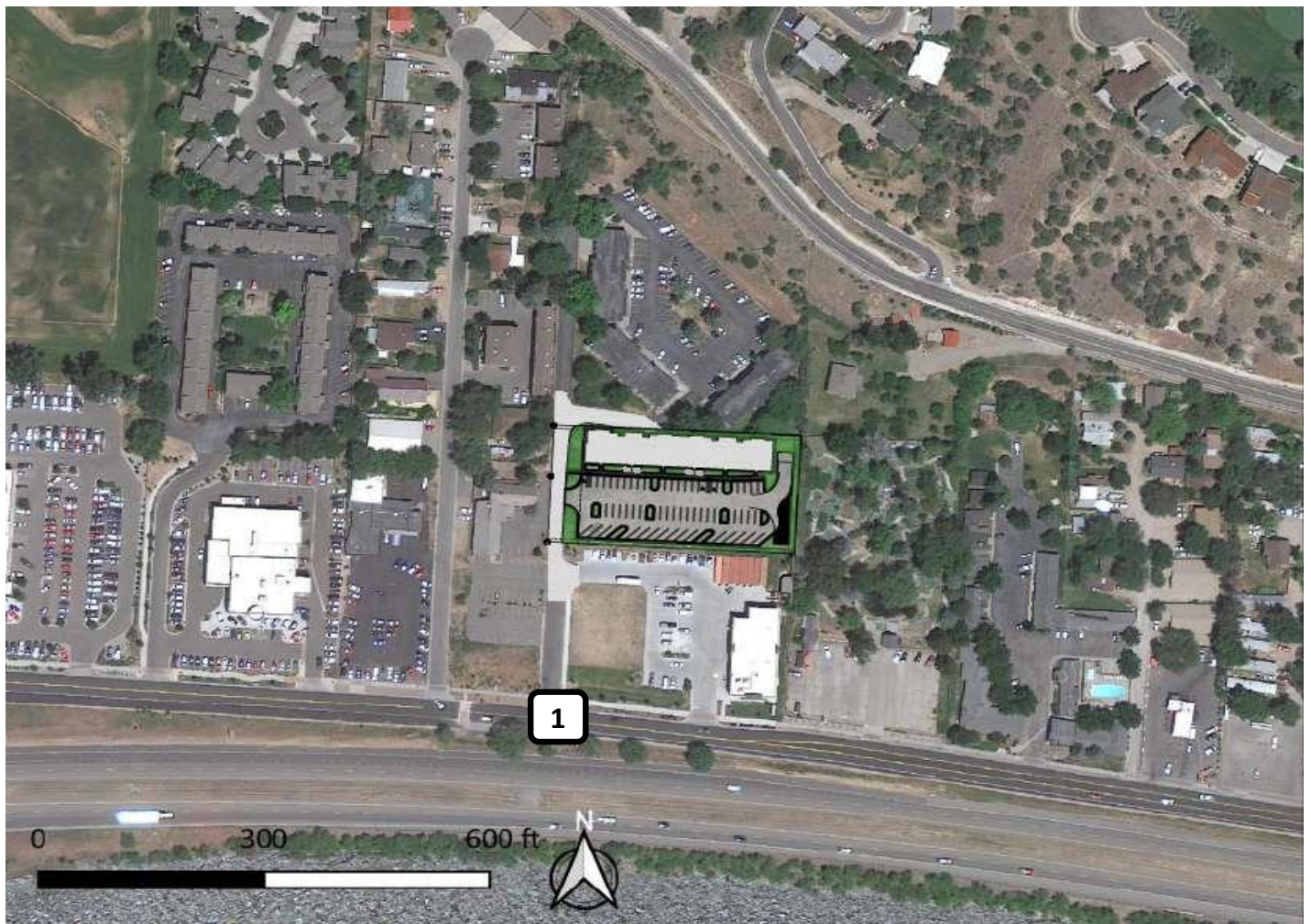
Turning Movements

Project Number
Prepared By

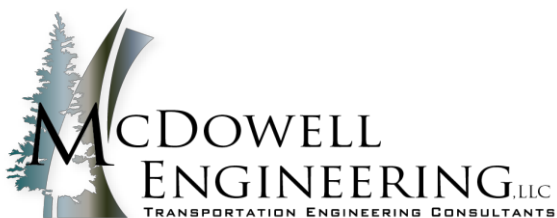
M1524
GWS

6/25/2021

Figure 12: Year 2042 Total Traffic



1	19 / 21 / 27 17 / 10 / 17 3 / 18 / 7 120 / 430 / 323
	18 / 24 / 16 272 / 368 / 400



Mountainview Flats
Glenwood Springs, CO

LEGEND:

Directional Distribution = Inbound% (Outbound %)
AM/PM/SAT Volumes = XX/XX/XX VPH (in PCEs)

Turning Movements

Project Number
Prepared By

M1524
GWS

6/25/2021

5.0 Transportation Impact Analysis

5.1 State Highway Access Permits

Section 2.6(3) of the *State Highway Access Code*³ (SHAC) requires a new access permit when there is a land use change and/or the volume is anticipated to increase by more than twenty percent (20%). **Table 5** summarizes the Private Access Road volumes.

Table 5: Private Access Road Volumes

Scenario	AM Volume (vph)	PM Volume (vph)	Sat Volume (vph)
Background 2042	42	55	45
Site Generated	15	18	22
Total 2042	57	73	67
% of Background	35.7%	32.7%	48.9%

The proposed project is anticipated to add more than twenty percent (20%) traffic growth to the Private Access Road. Therefore, a new State Highway Access Permit will be required for the Private Access Road.

There is not an existing State Highway Access Permit for the Private Access Road.

5.2 State Highway Turn Lane Analysis

The SHAC sets the turning volume thresholds for auxiliary turn lanes. Several criteria apply when determining the traffic volume thresholds.

- Frontage Road (Highway 6&24) Roadway Classification: F-R
- Frontage Road Posted Speed Limit: 40 mph
- Turning Movement Volumes as shown in **Table 6** and **Table 7**.

Table 6: Auxiliary Turn Lane Requirements for Year 2042 Background Traffic

Lane Type (Direction)	AM Peak Hour Volume (vph)	PM Peak Hour Volume (vph)	SAT Peak Hour Volume (vph)	Trigger Volume (vph)	Required by SHAC?
Left Turn Decel. (EBL)	15	17	9	>25	No
Right Turn Decel. (WBR)	2	14	3	>50	No
Left Turn Accel. (SBL)	13	7	13	S&O *	No
Right Turn Accel. (SBR)	12	17	20	>50	No

* Safety and Operation, per SHAC Section 3.13(4)(d)

Table 7: Auxiliary Turn Lane Requirements for Year 2042 Total Traffic

Lane Type (Direction)	AM Peak Hour Volume (vph)	PM Peak Hour Volume (vph)	SAT Peak Hour Volume (vph)	Trigger Volume (vph)	Required by SHAC?
Left Turn Decel. (EBL)	18	24	16	>25	No
Right Turn Decel. (WBR)	3	18	7	>50	No
Left Turn Accel. (SBL)	17	10	17	S&O *	No
Right Turn Accel. (SBR)	19	21	27	>50	No

* Safety and Operation, per SHAC Section 3.13(4)(d)

No auxiliary turn lane construction is required.

5.3 Multi-Modal Analysis

The project is in close proximity to transit stops and provides bicycle storage onsite. Pedestrians and cyclists should have a separate sidewalk from the Private Access Road to safely travel to and from the site.



Figure 13: Sidewalk Plan

This sidewalk should be located on the west side of the parcel and on the east side of the Private Access Drive. **Figure 13** shows the location of this sidewalk. The sidewalk should connect to the existing sidewalk to the south at the Discount Tire parcel. All access crossings should have appropriate striping and signage added. The sidewalks shall be constructed to meet all accessibility requirements.

6.0 Recommendations and Conclusions

Mountainview Flats is a proposed multifamily development that will include forty (40) residential dwelling units. The existing parcel is currently vacant. The property will access a shared Private Access Road that accesses the Frontage Road.

The purpose of this transportation impact study is to forecast and analyze the impacts of the site's additional traffic volumes on the Frontage Road.

Trip Generation: The proposed development is expected to generate 194 external vehicle trips over the course of an average weekday, including 15 trips during the morning peak hour, 18 trips during the evening peak hour, and 22 trips during the Saturday peak hour.

State Highway Access Permits: A new State Highway Access Permit will be required for the Private Access Road. The design hour volume is 73 vehicles per hour.

Auxiliary Turn Lanes: No auxiliary turn lane construction is required.

Multi-Modal Analysis: A sidewalk should be located on the west side of the parcel and on the east side of the Private Access Drive that connects with the proposed perimeter sidewalks. The sidewalk should connect to the existing sidewalk to the south at the Discount Tire parcel. All access crossings should have appropriate striping and signage added. The sidewalks shall be constructed to meet all accessibility requirements.

Summary: The proposed Mountainview Flats project is anticipated to have an insignificant effect on the operations of the Frontage Road. The traffic from the development can be accommodated into the transportation network.

7.0 Referenced Documents

1. *Online Transportation Information System*, Colorado Department of Transportation.
<http://dtdapps.coloradodot.info/otis/TrafficData>
2. *Trip Generation Manual, 10th Edition*. Institute of Transportation Engineers, 2017.
3. *State Highway Access Code*. State of Colorado, 2002.
4. *Ride Glenwood Transit Schedule*, <https://cogs.us/DocumentCenter/View/7173/Ride-Glenwood-Schedule>
5. *Roaring Fork Transit Authority (RFTA) System Map*,
<https://www.rfta.com/routes/system-map/>

8.0 Appendices

1. Methodology and Scoping
2. Traffic Counts
3. Seasonal Adjustment Factor Calculations
4. CDOT OTIS Data

Appendix 1

Methodology and Scoping



Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 3 Access Engineer. It shall be included as part of the study.

CONTACT INFORMATION

Consultant: Name: McDowell Engineering, Greg Schroeder
Telephone: 970-948-1376
Email: greg@mcdowelleng.com
Developer/Owner Name: RealAmerica Companies, Barry Perron

PROJECT INFORMATION

Project Name	Mountainview Flats
Project Location	51537 Hwy 6&24, Glenwood Springs, CO
Project Description (Attached proposed site plan)	54 Multifamily Unit Housing Development. Located North of Discount Tire in West Glenwood. Access will be by private shared access to Hwy 6&24 (Frontage Road)
State Highway	US 6 & 24, Frontage Road
County	Garfield
Mile Post	114.66 (From I-70 Mileposts)
Posted Speed Limit	40mph

TIS ASSUMPTIONS

Study Years	Current Year: 2021	Buildout Year: 2022	Long Term Year: 2042
Traffic Assessment Level (Provide justification)	Level 2 - Less than 100vph during peak hours		
Study Intersections	1. US 6 & 24 Private Access	6.	
	2.	7.	
	3.	8.	
	4.	9.	
	5.	10.	
Future Growth Rate	☒ OTIS	☐ Regional TDM	☒ Other For access
Seasonal Adjustment Factor	Use nearest I-70 Continuous Counter (Station 000105)		

this section is a Frontage Rd.

see comments on Pg 2.
①

MB



COLORADO
Department of Transportation
 Region 3

ASSUMPTIONS CONTINUED

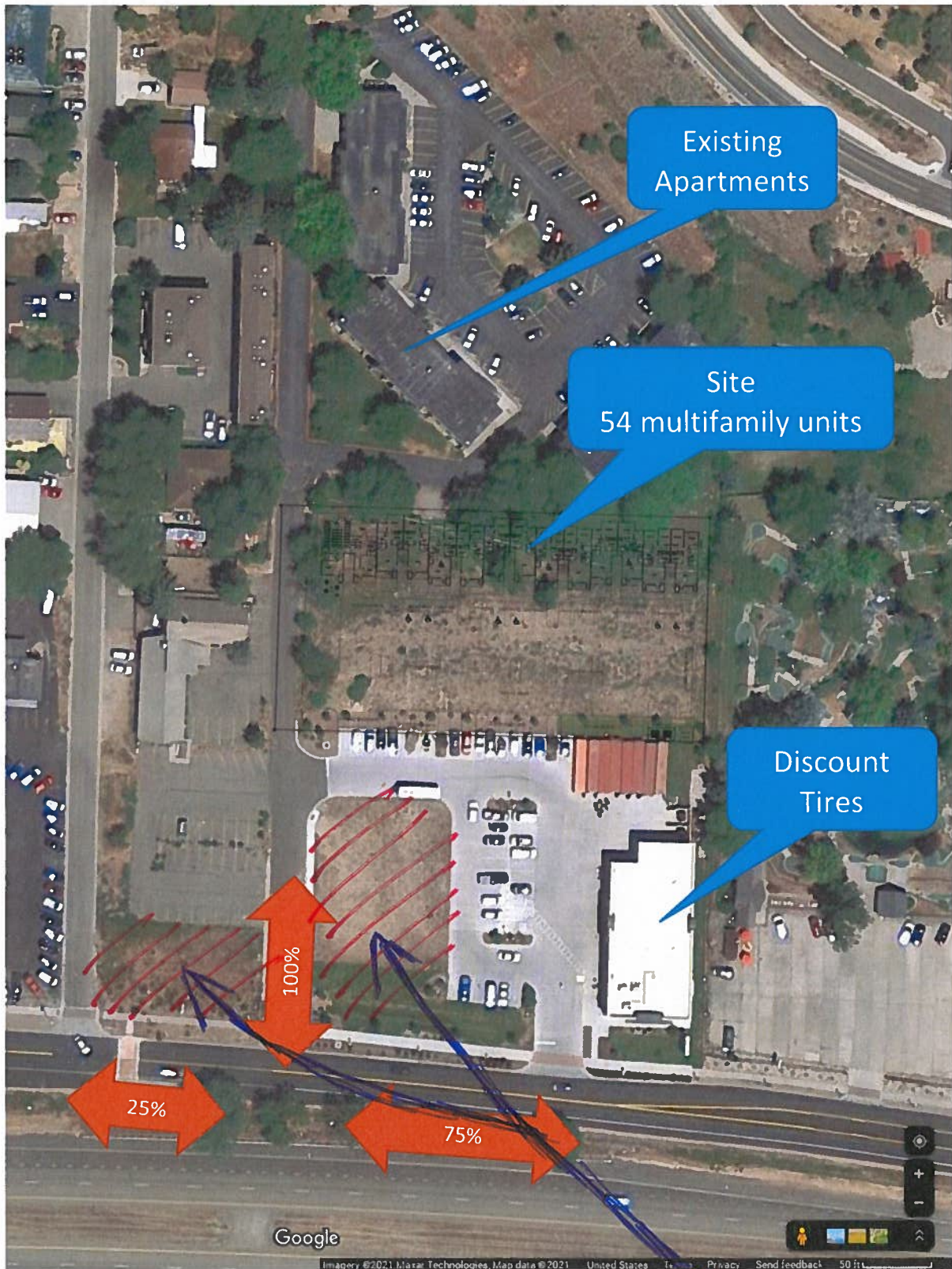
Project Trip Distribution (State assumptions and attach sketch that shows individual movements.)	75% to/from east on 6&24, 25% to/from west of 6&24. See attached sketch and travel time and distance analysis for distribution. <i>see comments below (2)</i>		
Trip Reduction Percentage	Internal Capture:		Pass By:
	Multi-Modal:	10%	Other:
Study Time Periods (Check all that apply)	☒ AM (7-9)	☒ PM (4-6)	☒ Weekday
	☒ SAT (Midday)	☐ Other	
Existing and Proposed ITE Trip Generation Land Use	Empty Site - No existing Land Use Proposed: ITE Land Use 221 Multifamily Housing (Mid Rise), 54 units		
Analysis Methods (Check all that apply)	☐ Synchro or ☐ HCS (isolated intersections only)		☐ SimTraffic or ☐ Other (closely spaced intersections or when known/expected queuing issue)
	☐ Signal Warrants		☐ Pedestrian/Transit/Bicycle
	☒ Safety/Sight Distance		☐ Queuing and Storage
	☐ Other		
Notes and Other Assumptions	Bus stops near access to justify 10% multimodal reduction. The nearest OTIS data is from I-70 as there is typically not data for the frontage roads on OTIS.		
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.		
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.		

CDOT INTERNAL USE ONLY

Review Comments

- ① Must include trips to/from the undeveloped parcels that will use the access. Reference SHAC Section 2.3(4)(d). Discuss with City of GWS to determine reasonable land use assumptions.
- ② ~~trip~~ trip distribution to match existing (based on traffic count to be collected.)
- ☐ Revise and Resubmit
- Engineer Signature/Date ☒ Approved with comments - *[Signature]*

Mountainview Flats – Site Plan and Distribution



Must include trips to/from these undeveloped parcels.

MB

Travel Time for Distribution

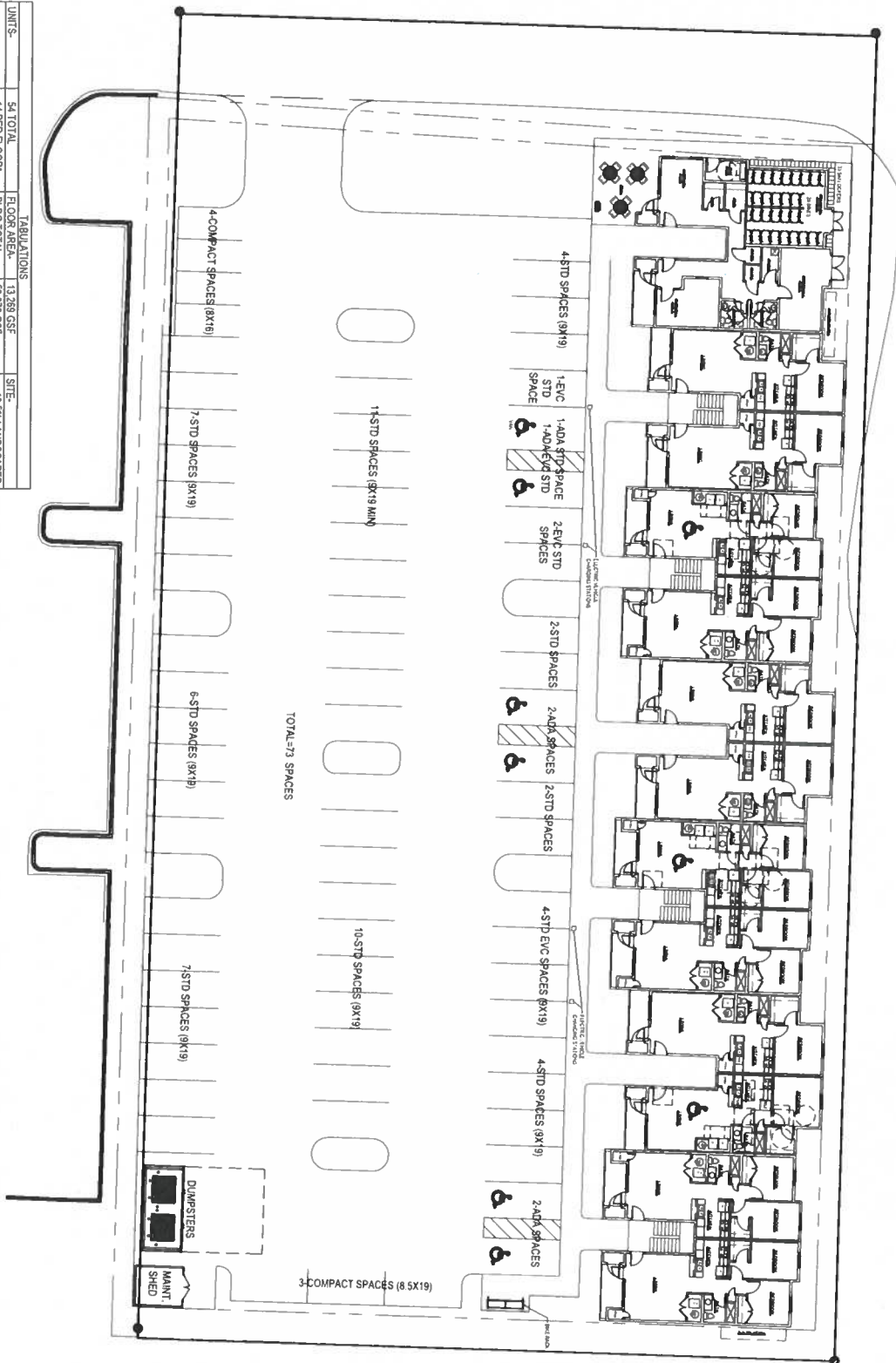


MB

TABULATIONS			
UNITS	54 TOTAL	FLOOR AREA	13,389 GSF
1 BEDROOM	24 UNITS	BLDG TOTAL	53,076 GSF
2 BEDROOM	30 UNITS		
			18.5% LANDSCAPED

GSF = MEASURED TO THE OUTSIDE FACE OF PARTY WALL, STAIR, ALSO INCLUDES THE OUTSIDE STORAGE GARAGE AND BALCONIES.

*1ST FLOOR = 12 UNITS + COMMUNITY SPACE



SCHEMATIC DESIGN
SITE PLAN

1/21/21

MOUNTAINVIEW FLATS

GLENWOOD SPRINGS, COLORADO



MB



Greg Schroeder <greg@mcdowelleng.com>

TIS Scoping Form - Glenwood Springs (Hwy 6&24 Frontage Road) Mountainview Flats

Hannah Klausman <hannah.klausman@cogs.us>

Thu, Jun 24, 2021 at 8:57 AM

To: Greg Schroeder <greg@mcdowelleng.com>, Terri Partch <terri.partch@cogs.us>, "Bunnell - CDOT, Mark" <mark.bunnell@state.co.us>

Cc: Kandis Aggen - CDOT <kandis.aggen@state.co.us>, Kari McDowell Schroeder <kari@mcdowelleng.com>, "Killian - CDOT, Brian" <brian.killian@state.co.us>, Douglas Pratte <landstudio2@comcast.net>, Barry Perron <bperron@realamericallc.com>

Thank you Greg,

Yes the 13 apartment units in that building were given a certificate of occupancy and we understand are fully occupied.

Hannah Klausman, AICP

Senior Planner

City of Glenwood Springs

101 W. Eighth Street

Glenwood Springs, CO 81601

970.384.6407 (o) 970.319-6269 (c)

Stay informed on the latest City of Glenwood Springs news, cone zones, events, and more by signing up to receive email or text notifications at cogs.us/notifyme

From: Greg Schroeder <greg@mcdowelleng.com>**Sent:** Thursday, June 24, 2021 7:51 AM**To:** Terri Partch <terri.partch@cogs.us>; Hannah Klausman <hannah.klausman@cogs.us>; Bunnell - CDOT, Mark <mark.bunnell@state.co.us>**Cc:** Kandis Aggen - CDOT <kandis.aggen@state.co.us>; Kari McDowell Schroeder <kari@mcdowelleng.com>; Killian - CDOT, Brian <brian.killian@state.co.us>; Douglas Pratte <landstudio2@comcast.net>; Barry Perron <bperron@realamericallc.com>**Subject:** Re: TIS Scoping Form - Glenwood Springs (Hwy 6&24 Frontage Road) Mountainview Flats

Terri and Hannah,

Please disregard my previous question about the parcel land use. I performed a site visit last night and I believe that I have answered the question of the existing parcel in question. Please see the attached photos.

It appears as the parcel with address 62 CR135 has been redeveloped into 13 apartments. They all appear to be occupied as there were vehicles in the parking lot. It appears that they have three accesses: two on the east to the private access road, and one on the west to CR135. All traffic volumes associated with these apartments would have been captured in our traffic counts.

Thanks,

Greg Schroeder, PE

Senior Transportation / Traffic Engineer



241 Broadway Street, Suite 202

PO Box 4259

Eagle, CO 81631

970.948.1376

greg@mcdowelleng.com

www.mcdowelleng.com

On Tue, Jun 22, 2021 at 12:16 PM Greg Schroeder <greg@mcdowelleng.com> wrote:

Mark et al:

Thanks for your comments on the scoping form and all of your comments are agreed to and acknowledged. We should be receiving our traffic counts from last week/weekend in the next day or two.

Per your comments on the enclosed approved scoping form:

1. We will use the existing traffic counts to establish the distribution.
2. We will work with the City to establish an appropriate multimodal reduction rate. (Currently proposed as 10%). We will examine the existing counts to help understand if an appropriate reduction rate can be used.
3. Attached is a description of the parcels in the vicinity:
 - Figure 1 shows the parcel from Garfield County GIS with a 2019 Aerial.
 - Figure 2 shows another view with a newer basemap that shows the construction of an access to CR135 (Rey Drive) and a sidewalk on the west side adjacent to CR135.
 - Figure 3 shows the parcels that will be counted at the private access counts.
 - Figure 4 shows the development status of the parcels.

Terri or Hannah: The questions that we need to understand is what should we use for an assumed land use for the existing parcel located between CR135 and the Private Access, or if we should use the existing use. We see from the assessor's records that this property was recently sold (in 2019). From the Garfield County Assessor Report (attached), and we see that there are 9 apartment units per this report, but we know that there have been commercial businesses that have operated here in recent years. (A daycare, rafting/kayaking store, etc.)

We also need to understand the recent access to CR135 and how that affects access to the Private Access on the east of this parcel.

From inspection of the Zoning Map, it appears that this parcel is zoned M1 - Mixed Use Corridor. The parcel appears to be approximately 0.86 Acres in size.

Can you provide some insight on the following questions so that we may finish our traffic study:

1. If there is not any future land use proposed, should we use the 9 apartments as a land use? And, do you know if these apartments are currently being used or if there are other businesses using the site?
2. If they are not being used, what should we assume for future land use for this parcel?
3. What will the access for this parcel be in the present and/or future? CR135 Only? Private Access Only? Both CR135 and the Private Access?

We would like to get this study completed and submitted next week, so your timely response is greatly appreciated.

Thanks,

Greg Schroeder, PE

Senior Transportation / Traffic Engineer



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www.mcdowelleng.com

On Mon, Jun 21, 2021 at 3:27 PM Bunnell - CDOT, Mark <mark.bunnell@state.co.us> wrote:

Greg,

A couple of comments on the Methodology.

1) You will need to work with the City to estimate trip generation to/from the undeveloped portions of property that will use this access road.

2) Trip distribution should be based on the existing traffic count.

These are noted on the Methodology form. You don't need to resubmit the Methodology; you can proceed with these comments.

Thanks,

Mark Bunnell, PE, PTOE
Resident Engineer
Region 3 Traffic and Safety



P 970.683.6276 | C 970.640.2677

222 6th Street, Room 100 Grand Junction, CO 81501

mark.bunnell@state.co.us | www.codot.gov | www.cotrip.org

On Thu, Jun 17, 2021 at 1:11 PM Killian - CDOT, Brian <brian.killian@state.co.us> wrote:

Mark,

I'm okay with the methodology. They will need to provide data for the 10% trip reduction.

Please let me know your thoughts.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety



P 970-683-6284 | C 970-210-1101 | F 970-683-6290

222 S. 6th St, Room 100 Grand Junction, CO 81501

brian.killian@state.co.us | www.codot.gov | www.cotrip.org

----- Forwarded message -----

From: **Greg Schroeder** <greg@mcdowelleng.com>

Date: Thu, Jun 17, 2021 at 11:55 AM

Subject: TIS Scoping Form - **Glenwood Springs (Hwy 6&24 Frontage Road) Mountainview Flats**

To: Brian Killian <brian.killian@state.co.us>, Terri Partch <terri.partch@cogs.us>

Cc: Kari Schroeder <kari@mcdowelleng.com>

Brian and Terri,

Please find enclosed a scoping form for the Mountainview Flats project in West Glenwood. Let us know if you have any questions.

Thanks,

Greg Schroeder, PE

Senior Transportation / Traffic Engineer



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2021-06-24 Site Visit - Photographs

Figure 1: Key Map



Figure 2: View looking West from Discount Tire Parking Lot



Figure 3: View of Existing Access to CR135 from Apartment Parking Lot



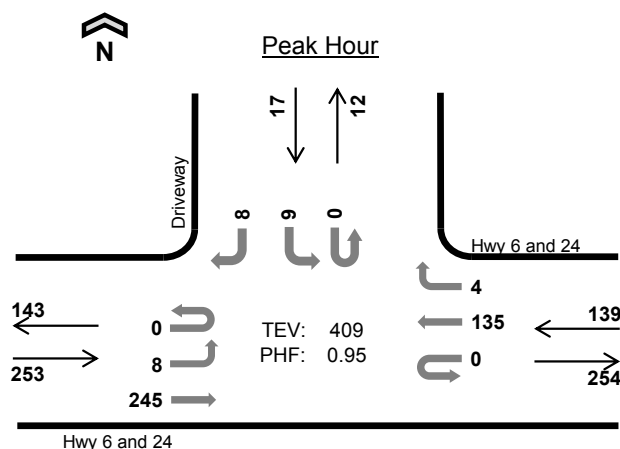
Figure 4: View of Mailbox Pod with 13 Boxes and 1 Parcel Box



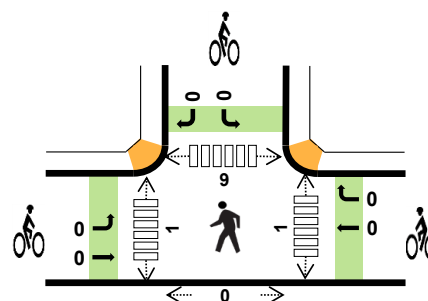
Appendix 2

Traffic Counts

Driveway Hwy 6 and 24



Date: 06-17-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	3.2%	0.88
WB	5.0%	0.79
NB	-	-
SB	0.0%	0.53
TOTAL	3.7%	0.95

Two-Hour Count Summaries

Interval Start		Hwy 6 and 24				Hwy 6 and 24				0				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	4	45	0	0	0	15	0	0	0	0	0	0	4	0	3	71	0
7:15 AM		0	3	41	0	0	0	21	1	0	0	0	0	0	1	0	2	69	0
7:30 AM		0	4	44	0	0	0	28	0	0	0	0	0	0	3	0	4	83	0
7:45 AM		0	4	68	0	0	0	23	1	0	0	0	0	0	5	0	3	104	327
8:00 AM		0	3	57	0	0	0	37	1	0	0	0	0	0	3	0	1	102	358
8:15 AM		0	0	62	0	0	0	43	1	0	0	0	0	0	0	0	2	108	397
8:30 AM		0	1	58	0	0	0	32	1	0	0	0	0	0	1	0	2	95	409
8:45 AM		0	1	55	0	0	0	40	0	0	0	0	0	0	3	0	0	99	404
Count Total		0	20	430	0	0	0	239	5	0	0	0	0	0	20	0	17	731	0
Peak Hour	All	0	8	245	0	0	0	135	4	0	0	0	0	0	9	0	8	409	0
	HV	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	15	0
	HV%	-	0%	3%	-	-	-	5%	0%	-	-	-	-	-	0%	-	0%	4%	0

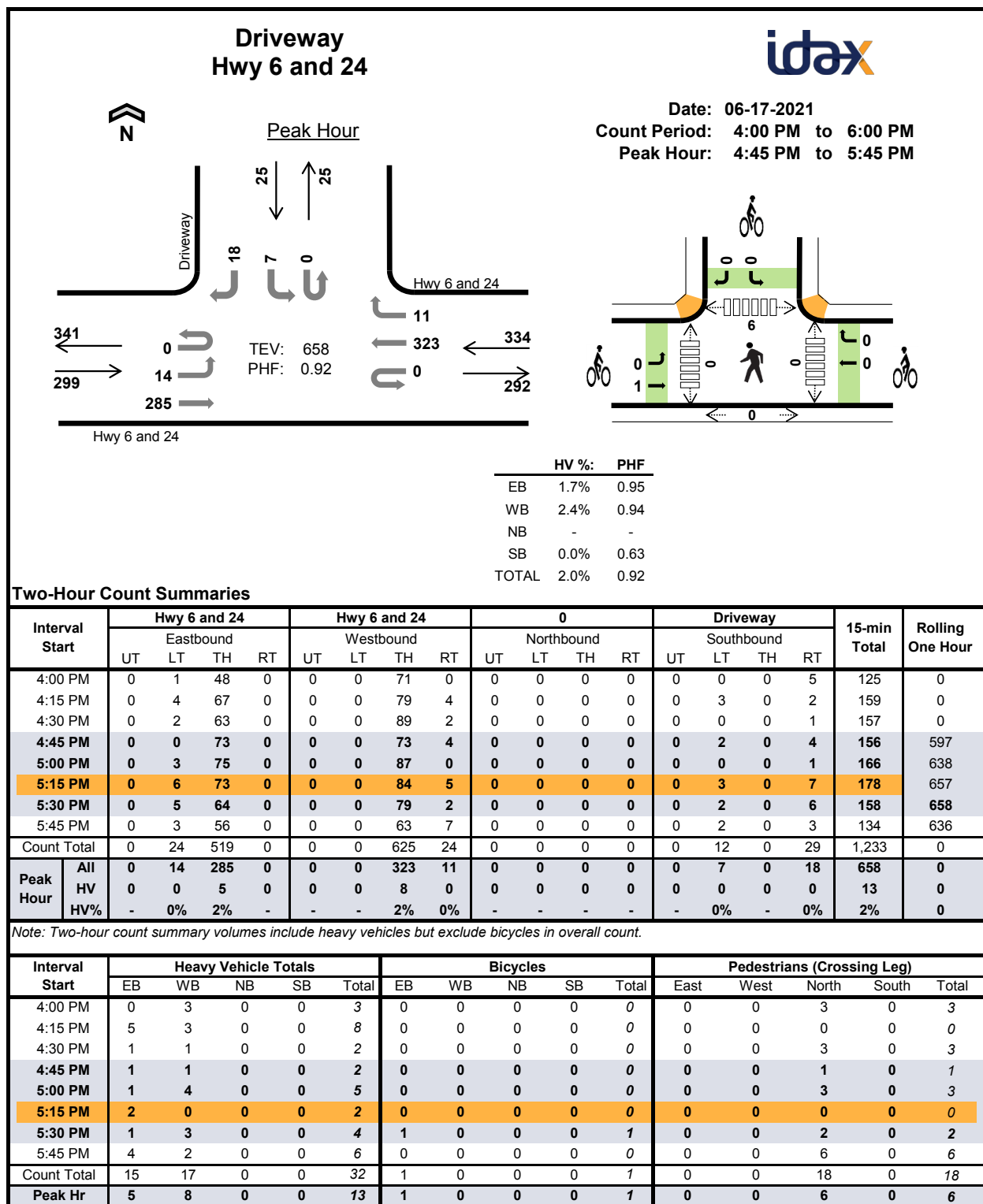
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
7:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1
7:30 AM	3	3	0	1	7	2	0	0	0	2	1	0	4	1	6
7:45 AM	2	2	0	0	4	0	0	0	0	0	0	1	2	0	3
8:00 AM	3	3	0	0	6	0	0	0	0	0	0	0	1	0	1
8:15 AM	2	1	0	0	3	0	0	0	0	0	1	0	3	0	4
8:30 AM	1	1	0	0	2	0	0	0	0	0	0	0	3	0	3
8:45 AM	2	2	0	0	4	1	0	0	0	1	0	0	3	2	5
Count Total	20	12	0	1	33	3	0	0	0	3	2	1	17	3	23
Peak Hr	8	7	0	0	15	0	0	0	0	0	1	1	9	0	11

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Hwy 6 and 24				Hwy 6 and 24				0				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	0	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	7	0
7:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	18
8:00 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	21
8:15 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	20
8:30 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
8:45 AM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	15
Count Total	0	0	20	0	0	0	12	0	0	0	0	0	0	0	0	1	33	0
Peak Hour	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	15	0

Two-Hour Count Summaries - Bikes																		
Interval Start	Hwy 6 and 24			Hwy 6 and 24			0			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	2	0	0	0	0	0	0	0	0	0	0	2	0				
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1				
Count Total	0	3	0	0	0	0	0	0	0	0	0	0	3	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.



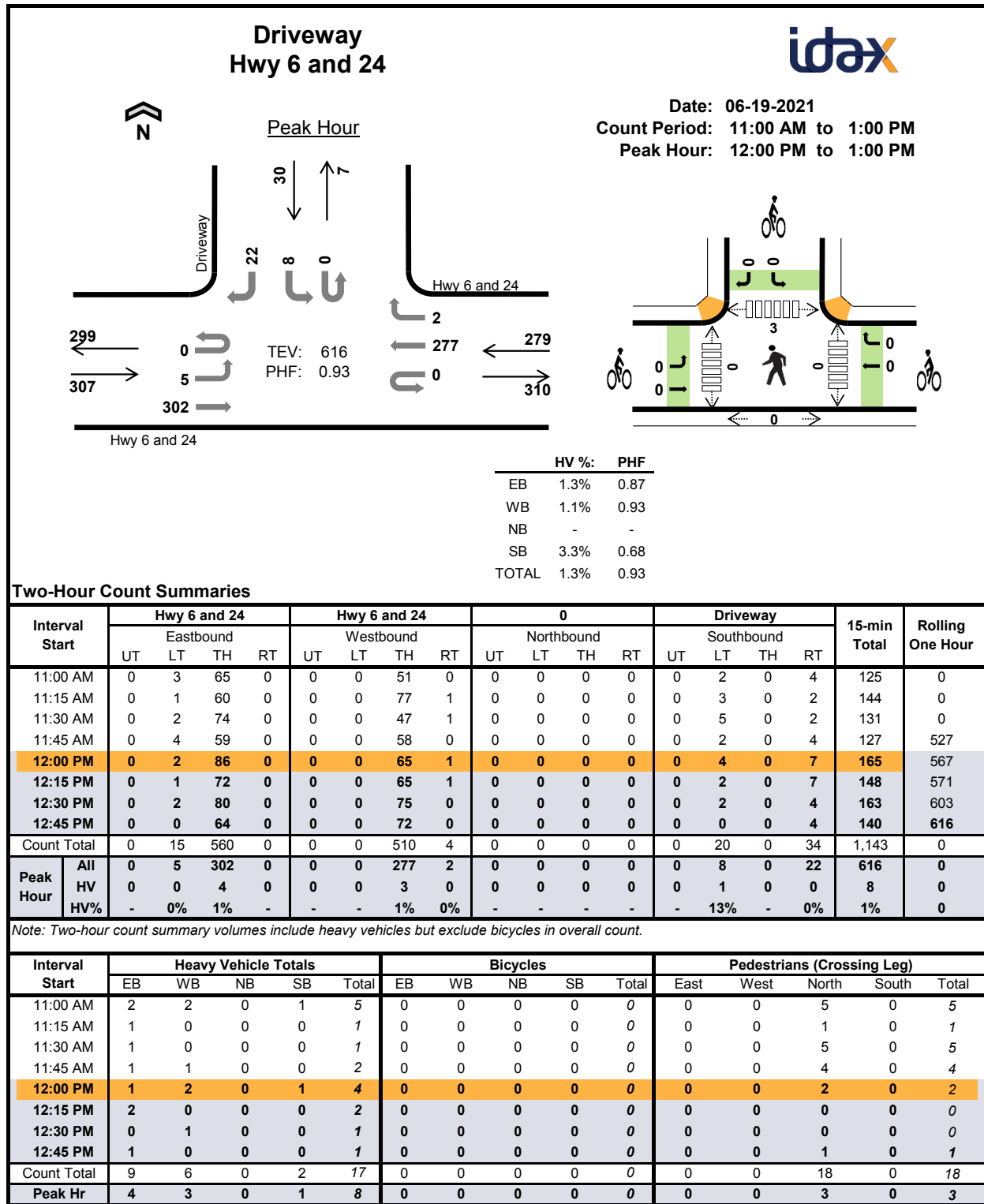
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Hwy 6 and 24				Hwy 6 and 24				0				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		
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0
4:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	8	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	15
5:00 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	17
5:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	11
5:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4	13
5:45 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	17
Count Total	0	0	15	0	0	0	17	0	0	0	0	0	0	0	0	0	32	0
Peak Hour	0	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13	0

Two-Hour Count Summaries - Bikes

Interval Start	Hwy 6 and 24			Hwy 6 and 24			0			Driveway			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	1	0	0	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Hwy 6 and 24				Hwy 6 and 24				0				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		
11:00 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	1	5	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9
12:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	4	8
12:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9
12:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	9
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8
Count Total	0	1	8	0	0	0	6	0	0	0	0	0	0	1	0	1	17	0
Peak Hour	0	0	4	0	0	0	3	0	0	0	0	0	0	1	0	0	8	0

Two-Hour Count Summaries - Bikes

Interval Start	Hwy 6 and 24			Hwy 6 and 24			0			Driveway			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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 3

Seasonal Adjustment Factor Calculations

Monthly Summary Data

ON I-70 E/O SH 82, GLENWOOD SPRINGS (Station Id: 000105)

CALYR	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2021	13,911	14,435	18,724	20,354	23,203							
2020	14,689	14,517	13,535	8,509		21,670	24,056	25,081		20,483	15,819	14,298
2019	14,470	14,326	17,029	18,472	21,157	23,361	24,333	23,415	21,969	20,279	16,209	15,375
2018	14,359	13,980	18,010	17,719	21,123	22,997	24,555	22,992	21,757	18,771	16,230	15,013
2017	12,385	13,972	18,038	17,446	20,544	22,913	24,177	21,356	19,718	17,829	16,579	15,312
2016	12,782	13,254	17,056	15,932	19,666	22,315	23,788	22,080	20,732	18,419	15,971	13,714
2015	13,080	12,918	16,577	16,137	18,697	20,955	23,057			15,445	12,854	13,912
2014	11,799	11,697	15,171	15,024	17,407	20,157	21,708	21,041	18,446	16,845	13,476	12,959
2013	11,920	11,775	14,448	13,896	16,683	19,376	20,682	19,837	17,392	15,366	13,390	12,645
2012	11,837	11,825	15,269		15,875	19,283	20,360	19,711	17,679	15,271	13,734	12,187
2011	11,553	11,371	14,137	13,730			20,112	19,402	17,930	15,380	13,044	12,779
2010	12,064	11,937	13,739	14,034	16,516	18,968	21,103	20,147	18,336	15,853	13,029	11,569
2009	12,482	12,657	14,969	14,353	17,574	19,498	21,072	20,017	18,093	15,329	13,704	12,221
2008	11,773	12,736	15,561	15,770	17,160	19,267	20,707	20,405	18,053	16,225	14,277	12,337
2007	12,948	13,107	16,292	16,489			21,371	21,053	19,052	16,922	15,491	11,991
2006	12,630	12,957	14,953	15,767	17,511	19,788	21,094	20,316	18,564	16,436	14,757	13,016
2005	12,265	12,944	15,445	14,934	16,996	19,558	21,295	19,973	18,033	15,890	14,109	12,669
2004	12,165	12,490	15,825	15,101	17,170	18,979	20,735	20,008	18,126	16,049	12,791	12,999
2003	10,116	12,750	14,060	14,920	17,410	17,660	21,059	20,842	16,697	15,410	13,331	12,951
2002	12,324	13,495	15,789	15,874	18,133	18,877	20,856	21,028	18,241	16,424	13,359	13,865
2001	11,619	12,499	15,322	15,265	16,943	19,344	21,182	20,534	18,695	16,635	14,820	13,101
2000	11,125	12,035	14,447	15,054	16,643	18,954	20,713	20,548	18,552	15,835	13,184	11,340
1999	10,893	11,941	14,580	13,730	16,207	18,580	20,053	19,931	17,586	15,799	13,545	12,226
1998	10,245	10,992	12,592	13,097	15,573	17,337	19,618	19,818	17,081	15,448	12,477	11,875
1997	10,041	10,846	13,979	12,169	13,596	16,124	18,132	18,778	15,424	13,325	10,902	12,204
1996	8,455	9,386	11,926	11,866	13,257	15,966	17,821	18,616	15,056	13,618	10,940	10,677
1995	9,321	9,411	11,250	11,230	12,997	15,920	17,228	17,365	15,120	13,034	10,722	10,298
1994	8,472	8,745	11,303	10,838	12,789	15,033	16,670	16,494	14,321	12,130	9,788	9,962
1993	7,701	7,820	10,044	10,177	12,025	13,795	15,742	15,880	13,299	11,423	9,072	9,148
1992	7,733	8,159	9,575	9,802	11,288	12,727	14,441	14,679	12,464	11,513	8,364	8,403
1991	7,601	8,579	9,739	9,627	11,395	12,880	14,325	14,694	11,815	10,267	7,734	8,349
Average	11,444	11,921	14,496	14,244	16,626	18,653	20,402	19,863	17,437	15,588	13,123	12,313

Seasonal Adjustment Factors

ON I-70 E/O SH 82, GLENWOOD SPRINGS (Station Id: 000105)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	11,444	11,921	14,496	14,244	16,626	18,653	20,402	19,863	17,437	15,588	13,123	12,313
Jan	11,444	1.00	1.04	1.27	1.45	1.63	1.78	1.74	1.52	1.36	1.15	1.08
Feb	11,921	0.96	1.00	1.22	1.39	1.56	1.71	1.67	1.46	1.31	1.10	1.03
Mar	14,496	0.79	0.82	1.00	0.98	1.15	1.29	1.41	1.37	1.20	1.08	0.91
Apr	14,244	0.80	0.84	1.02	1.00	1.17	1.31	1.43	1.39	1.22	1.09	0.92
May	16,626	0.69	0.72	0.87	0.86	1.00	1.12	1.23	1.19	1.05	0.94	0.79
Jun	18,653	0.61	0.64	0.78	0.76	0.89	1.00	1.09	1.06	0.93	0.84	0.70
Jul	20,402	0.56	0.58	0.71	0.70	0.81	0.91	1.00	0.97	0.85	0.76	0.64
Aug	19,863	0.58	0.60	0.73	0.72	0.84	0.94	1.03	1.00	0.88	0.78	0.66
Sep	17,437	0.66	0.68	0.83	0.82	0.95	1.07	1.17	1.14	1.00	0.89	0.75
Oct	15,588	0.73	0.76	0.93	0.91	1.07	1.20	1.31	1.27	1.12	1.00	0.84
Nov	13,123	0.87	0.91	1.10	1.09	1.27	1.42	1.55	1.51	1.33	1.19	1.00
Dec	12,313	0.93	0.97	1.18	1.16	1.35	1.51	1.66	1.61	1.42	1.27	1.07

Monthly Summary Data from CDOT OTIS:

<https://dtdapps.coloradodot.info/otis/TrafficData#ui/1/1/1/station/000105/criteria/070A/0/449.589/false/true/>

Data Retrieved on June 24, 2021

Appendix 4

CDOT OTIS Data

Route 070A From 113 to 120



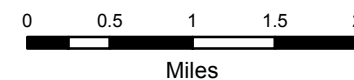
Legend

- Route
- Milepoint

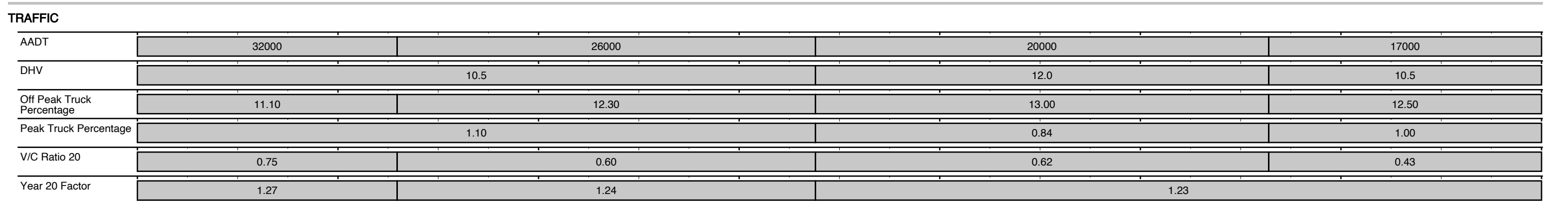
Created:

Date: 6/24/2021

Time: 5:29:43 PM



The information contained in this map is based on the most currently available data and has been checked for accuracy. CDOT does not guarantee the accuracy of any information presented, is not liable in any respect for any errors or omissions, and is not responsible for determining "fitness for use".





Community and Economic Development Department
 101 W. 8th Street
 Glenwood Springs, CO 81601
 (970) 384-6411

Date: July. 7, 2021

Planning File #: 26-21

Administrative Review Notice of Decision – Parking Reduction

Applicant:	Ronda Weybright, President RealAmerica LLC
Property Owner:	Halle Properties LLC
Project Name:	MountainView Flats Multifamily Development
Project Summary:	The proposal calls for constructing 40 two-bedroom multifamily units. The Municipal Code requires 68 off-street parking spaces but allows certain reductions up to 30% of the requirement. The applicant has requested a parking reduction of 5 spaces, or 7% of the required spaces. There will be a total of 63 spaces.
Project Location:	51537 Highway 6
Action Taken:	Per 070.040.060(e), the Community Development Director conditionally approved the owner's application for a parking reduction of 5 spaces finding that - 1. The applicant will provide bicycle parking over the Code requirement which allows a reduction of 1 vehicle parking space per each 5 short-term and 3 long-term bicycle spaces; and 2. The property is in proximity to two active transit stops.
Conditions of Approval:	1. None.
Appeal - Deadline to File:	NA

Community Development Director

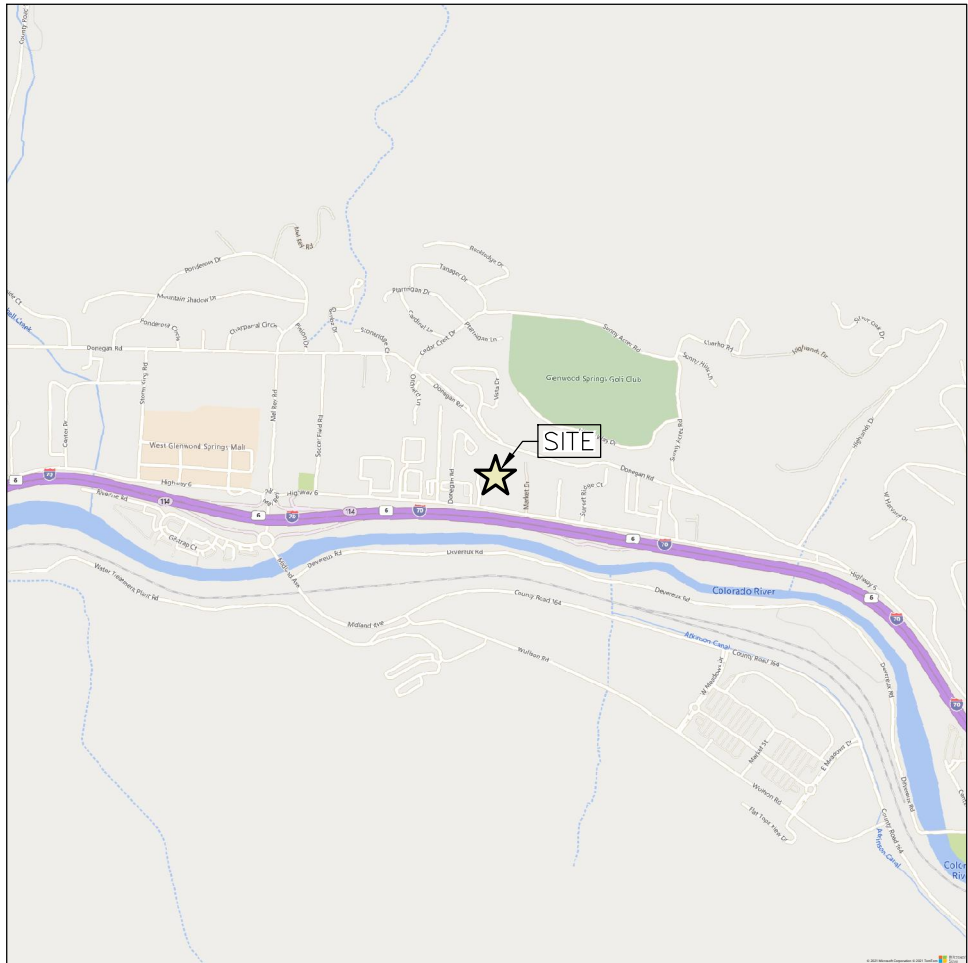
Distribution List

x	File		GIS
	Property Owner		Parks & Rec
x	Applicant		Planning & Zoning Commission
	Building Dept		Police Dept
	City Attorney		Public Works-Water/Waste Water & Electric
	City Manager	x	Other: Posting
	Fire Dept		
	Finance Dept		

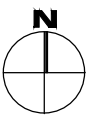
Exhibit E
Civil Engineering Plan Set
And
Drainage Report

MOUNTAINVIEW FLATS

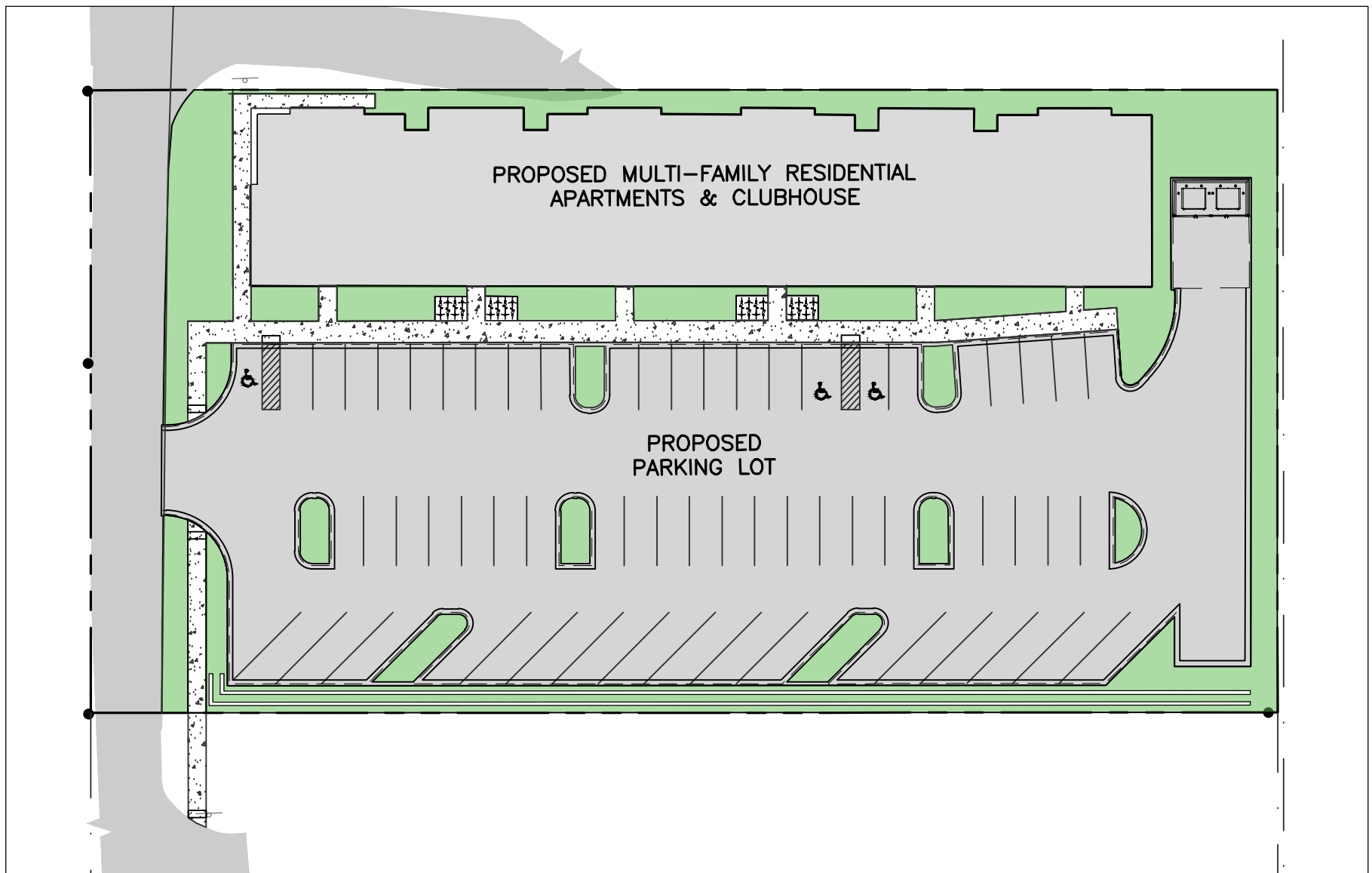
51537 HWY 6 & 24
GLENWOOD SPRINGS, CO



VICINITY MAP
1" = 2000'



PROJECT CONTACTS	
OWNER / DEVELOPER	REAL AMERICA, LLC CONTACT: MICHAEL SURAK (317) 815-5929
ARCHITECT	BRUCE BERRY, AIA REAL AMERICA, LLC (317) 815-5929
CIVIL ENGINEER	ANTHONY ALFINI, PE ROARING FORK ENGINEERING (970) 340-4130
STRUCTURAL ENGINEER	XXXXXXXX XXXX XXXXXXXXXXXXXXXX (970) XXX-XXXX
LAND PLANNER / LANDSCAPE ARCHITECT	DOUG & JULIE PRATTE THE LAND STUDIO, INC. (970) 927-3690
HOLY CROSS ENERGY (ELECTRIC)	LIBBY COWLING (970) 945-5491
BLACK HILLS ENERGY (GAS)	JASON COX (970) 309-2432
COMCAST	MIKE JOHNSON (970) 945-7292
CENTURYLINK	JASON SHARPE (970) 328-8290
CITY OF GLENWOOD SPRINGS FIRE DEPT.	GREG BAK (970) 384-6480



SITE MAP
1" = 40'



PRELIMINARY SUBMITTAL
30% DESIGN SET

JUNE 2021

SHEET INDEX

C1	COVER SHEET
C2	NOTES, LEGEND & ABBREVIATIONS
C3	EXISTING CONDITIONS
C4	PRELIMINARY SITE PLAN
C5	PRELIMINARY GRADING PLAN
C6	PRELIMINARY UTILITY PLAN

PROPERTY DESCRIPTION

LOCATION:	51537 HWY 6 & 24
OWNER:	HALLE PROPERTIES, LLC
PARCEL NUMBER:	218506341002
AREA:	1.284 AC
LEGAL DESCRIPTION:	SECTION 5; TOWNSHIP 8; RANGE 88; HALLE TRACT MINOR SUBDIVISION; BLOCK 1, LOT 2; REC. NO. 870126
ZONING:	M1

PROJECT SUMMARY TABLE

LOT SIZE:	ACRE	SQUARE FEET (SF)	LOT COVERAGE:	EXISTING (SF & %)	PROPOSED (SF & %)
	1.284	55,345 SF		(VACANT)	45,781 SF / 81.3%
LIMITS OF DISTURBANCE:	EXISTING (SF & %)	PROPOSED (SF & %)	AVERAGE SLOPE WITHIN LIMITS OF DISTURBANCE:	PERCENTAGE (%)	
	N/A (VACANT)	53,050 SF		10.0%	
OFF-STREET PARKING SPACES:	EXISTING # VEH. SPACES	PROPOSED # VEH. SPACES	BICYCLE PARKING:	EXISTING # SPACES	PROPOSED # SPACES
	0	63		0	36
RESIDENTIAL UNITS:	# EXISTING UNITS	# PROPOSED UNITS	NON-RESIDENTIAL USES:	TYPE OF USE(S)	GROSS FLOOR AREA (SF)
	0	40		NONE	0 SF
OPEN SPACE:	EXISTING (SF & %)	PROPOSED (SF & %)	TOTAL LANDSCAPED AREA:	EXISTING (SF & %)	PROPOSED (SF & %)
	53,000 / 94.1%	13,011 SF / 23.1%		0 SF / 0%	10,196 SF / 18.1%
BUILDING HEIGHT:	EXISTING	PROPOSED	TOTAL IMPERVIOUS AREA:	EXISTING (SF & %)	PROPOSED (SF & %)
	N/A (VACANT)	39'-10"		6,345 SF / 11.3%	48,149 SF / 81.9%
SNOW STORAGE:	REQUIRED (SF)	PROPOSED (SF)	OTHER:		
	PARKING LOT, SIDEWALKS	11,590 SF			

PROJECT DESCRIPTION

THE PROPOSED PROJECT WILL CONSIST OF THE CONSTRUCTION OF NEW MULTI-FAMILY RESIDENTIAL APARTMENTS AND CLUBHOUSE AS WELL AS THE ASSOCIATED PARKING LOT, DRIVEWAY ENTRANCE AND SIDEWALKS, STORMWATER MANAGEMENT FACILITIES AND UTILITY CONNECTIONS WILL ALSO BE A PART OF THE PROJECT.



ROARING FORK ENGINEERING

592 HIGHWAY 133
CARBONDALE, CO 81623
PH: (970) 340-4130

CHECKED BY: RBG
DRAWN BY: JLG

DRAWN BY
JLG

DATE
06/29/2021

DESCRIPTION
PRELIMINARY SUBMITTAL - 30% DESIGN

1

JOB #: 2021-29
NOT FOR CONSTRUCTION

MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

COVER

C1
OF 6



1. GENERAL NOTES:

1. ALL WORK SHALL COMPLY WITH THE MOST RECENT CITY OF GLENWOOD SPRINGS STANDARDS.
2. WORK REQUIRES AN APPROVED GLENWOOD SPRINGS RIGHT OF WAY PERMIT AND COORDINATION WITH THE CITY OF GLENWOOD SPRINGS AND CARBONADO COUNTY.
3. LIMITS OF CONSTRUCTION SHALL BE 10' EACH SIDE OF THE CENTERLINE OF UTILITY INSTALLATIONS BUT NOT BEYOND RIGHT-OF-WAY LINES. PROJECT LIMITS ADDITIONALLY INCLUDE ALL DESIGNATED BORROW AREAS, EXCAVATION DISPOSAL AREAS OR MATERIAL OR TOPSOIL STOCKPILE AREAS. RESPECT ALL TREE/VEGETATION PRESERVATION ZONES (PER SPECS).
4. TEMPORARY CONSTRUCTION EASEMENTS MAY BE REQUIRED AND ARE TO BE COORDINATED WITH PROPERTY OWNER AND THE CITY OF GLENWOOD SPRINGS.
5. THE CONTRACTOR MUST CERTIFY THAT ALL AGGREGATES USED ON THIS PROJECT ARE FREE FROM HAZARDOUS COMPONENTS IN EXCESS OF THE THRESHOLD CONCENTRATIONS ESTABLISHED BY THE E.P.A.
6. ANY SIGNAGE REMOVED DURING CONSTRUCTION THAT IS NOT SHOWN TO BE ON THE PLANS SHALL BE REPLACED OR RETURNED TO ITS ORIGINAL LOCATION.
7. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH APPLICABLE SECTIONS OF THE GEOTECHNICAL REPORT/INVESTIGATION (PERFORMED BY XXX DATED XX.XX.XXXX). CONTRACTOR TO NOTE REQUIREMENTS FOR EXCAVATION, BACKFILL AND SUPPORT MATERIALS. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE INFORMATION CONTAINED IN THIS REPORT PRIOR TO CONSTRUCTION.
8. THROUGHOUT ALL PHASES OF CONSTRUCTION, UNTIL THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR MUST KEEP THE WORK SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. THE CONTRACTOR SHALL ALSO ABATE DUST NUISANCE AS NECESSARY. THE CONTRACTOR HAS TWENTY-FOUR (24) HOURS AFTER THE DEPOSIT OF ANY EARTH, GRAVEL OR OTHER EXCAVATED MATERIAL TO REMOVE SUCH DEPOSIT. IN THE EVENT THAT THE EARTH, GRAVEL OR OTHER EXCAVATED MATERIAL IS NOT REMOVED, THE ENGINEER OR OWNER WILL DIRECT SUCH REMOVAL AND THE COST INCURRED SHALL BE DEDUCTED FROM THE BOND. DUST CONTROL WILL ONLY BE REQUIRED IF ADJACENT PROPERTY OWNERS ARE ADVERSELY AFFECTED OR IF DUST ADVERSELY AFFECTS MAINTENANCE OF TRAFFIC DURING THE PROJECT SUCH THAT, IN THE OPINION OF ENGINEER, ADJUSTMENT OF THE CONTROL PROGRAM IS APPROPRIATE. IT IS ANTICIPATED DUST CONTROL WILL BE REQUIRED ON THIS PROJECT.
9. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SURFACES THROUGHOUT THE PROJECT TO MAINTAIN TRAFFIC AND PEDESTRIAN ACCESS. THE COST SHALL BE INCIDENTAL TO WORK.
10. CONSTRUCTION DE-WATERING IS TO BE IN ACCORDANCE WITH THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR ALL ASSOCIATED PERMITTING.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH APPLICABLE STANDARDS AND REGULATIONS AS SET FORTH BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (O.S.H.A.).
12. NO FIELD CHANGES SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.
13. SUBMITTALS SHALL BE PREPARED FOR ALL MATERIALS TO BE INCORPORATED INTO THE PROJECT AND SENT TO THE ENGINEER FOR REVIEW AND APPROVAL.
14. THE PHYSICAL FEATURES WITHIN THE LIMITS OF THE PROJECT HAVE BEEN SHOWN BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF DESIGN. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE FEATURES SHOWN. THE CONTRACTOR SHALL REVIEW AND VERIFY EXISTING PHYSICAL FEATURES AND ELEVATIONS OF THE CONDITIONS TO BE ENCOUNTERED DURING CONSTRUCTION.
15. THE CONTRACTOR SHALL LIMIT ALL WORK AND STORAGE AREAS TO THE PROJECT SITE. ANY WORK INSIDE PUBLIC RIGHT-OF-WAYS WILL REQUIRE APPROVAL FROM THE JURISDICTION OF AUTHORITY PRIOR TO CONSTRUCTION. USE OF ANY PRIVATE AREAS FOR THIS PROJECT BY THE CONTRACTOR MUST BE APPROVED IN WRITING BY THE PROPERTY OWNER WITH A COPY OF THIS APPROVAL PROVIDED TO THE ENGINEER PRIOR TO USAGE.
16. ALL WORK SHALL BE DONE TO THE LINES, GRADES, SECTIONS, AND ELEVATIONS SHOWN ON THE PLANS UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER.
17. THE ENGINEER SHALL BE NOTIFIED WITHIN 48 HOUR PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
18. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMITS OF DISTURBANCE AND/OR TOES OF SLOPE AS SHOWN ON THE PLANS. ANY DISTURBANCE BEYOND THESE LIMITS SHALL BE RESTORED TO ORIGINAL CONDITIONS BY THE CONTRACTOR AT THEIR OWN EXPENSE.
19. THE CONTRACTOR SHALL NOT REMOVE AND SHALL PROTECT FROM DAMAGE ALL TREES, BUSHES, AND EXISTING IMPROVEMENTS INSIDE AND OUTSIDE THE LIMITS OF WORK NOT CALLED OUR FOR REMOVAL OR REPLACEMENT. SPECIFIC PROVISIONS ARE SHOWN ON THE PLANS.
20. NO TREES SHALL BE REMOVED OR TRIMED WITHOUT PRIOR ACKNOWLEDGEMENT OF THE PROPERTY OWNER AND/OR PROJECT ENGINEER. ALL APPLICABLE PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
21. THE CONTRACTOR SHALL PROTECT THE EXISTING DRAINAGE STRUCTURES AND REROUTE ANY RUNOFF AS NECESSARY DURING CONSTRUCTION ACTIVITIES TO PREVENT EROSION AND DAMAGE.
22. THE CONTRACTOR SHALL PROVIDE SAFE PEDESTRIAN ACCESS AT ALL TIMES DURING THE PROJECT.
23. THE PHYSICAL FEATURES REQUIRING REMOVAL OR OBLITERATION WITHIN THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF OFF-SITE UNLESS OTHERWISE NOTED.
24. THE CONTRACTOR SHALL HAVE A COPY OF ALL APPLICABLE STANDARDS AND APPROVED CONSTRUCTION PLANS AND SPECIFICATIONS ON SITE AT ALL TIMES.
25. ANY DISCREPANCY WITHIN THESE PLANS SHOULD BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER.

2. SANITARY GENERAL NOTES

1. ALL SANITARY SEWER CONSTRUCTION SHALL CONFORM TO THE LATEST CITY OF GLENWOOD SPRINGS (COGS) WASTEWATER REGULATIONS.
2. INSTALLATION OF NEW SANITARY SEWER IN AREAS WITH WATER MAIN AND SERVICE CROSSINGS MUST COMPLY WITH CITY OF GLENWOOD SPRINGS AND THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STANDARDS.
3. CONTRACTOR IS TO OBTAIN STATE DE-WATERING PERMIT IN CASE OF GROUNDWATER IN THE TRENCH.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE COGS. THE CITY WILL RESERVE THE RIGHT TO ACCEPT OR REJECT ANY MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THEIR STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR MUST NOTIFY THE COGS AT LEAST TWO FULL WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
5. ALL SEWER MAIN PIPES, FITTING, AND APPURTENANCES SHALL MEET THE CLASS CALLED OUT BY THE COGS STANDARDS.
6. ALL SEWER MAINS WITHIN THE ROAD CORRIDOR SHALL HAVE A MINIMUM COVER OF SEVEN FEET. ALL SEWER MAINS OUTSIDE THE ROAD CORRIDOR SHALL HAVE A MINIMUM COVER OF FIVE FEET. COVER GREATER THAN THE SPECIFIED MINIMUM MAY BE REQUIRED TO ACCOMMODATE EXISTING GRADES TO A MAXIMUM OF TEN FEET IF GRADE CONFLICTS OCCUR WITH EXISTING UTILITIES OR OTHER OBSTRUCTIONS THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
7. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION FROM ALL WATER MAIN CROSSINGS. ONE FULL LENGTH OF WATER PIPE MUST BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IF THIS CANNOT BE MET THE ENGINEER SHALL NE NOTIFIED IMMEDIATELY.

3. EARTHWORK

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LEGAL DISPOSAL OF ANY EXCESS SOIL, DEBRIS AND WASTE MATERIAL OFF OF THE PROJECT SITE.
2. ANY MATERIAL NOT SUITABLE FOR BACKFILL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF, BY AND AT THE EXPENSE OF THE CONTRACTOR.
3. ALL EMBANKMENT MATERIAL REQUIRING COMPACTION WILL CONFORM TO CDOT/ASTM STANDARDS.
4. IF GROUNDWATER IS ENCOUNTERED CONTACT ENGINEER/CITY PROJECT MANAGER BEFORE PROCEEDING WITH WORK IN AREA OF GROUNDWATER.
5. IF BEDROCK IS ENCOUNTERED CONTACT ENGINEER/CITY PROJECT MANAGER BEFORE PROCEEDING WITH WORK IN AREA OF BEDROCK.
6. IF ANY EXISTING DITCHES ARE DISTURBED, THE DITCH SHALL BE REPLACED IN ITS ORIGINAL LOCATION BY RE-SCARPING MATERIAL EIGHT INCHES BELOW THE DITCH AND COMPACTING WITH A NEW THREE INCH LAYER OF BENTONITE MIXED SOIL. ONE (1) POUND OF BENTONITE PER ONE (1) SQUARE FOOT OF AREA IS REQUIRED. THE CONTRACTOR SHALL CONTACT AND COORDINATE ALL WORK WITH THE DITCH COMPANY.
7. AREAS OF HEAVY VEGETATION, TREES, ROCKS, ETC. MAY NOT ALL BE SHOWN ON PLAN SET. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS AND REQUIRED CONSTRUCTION METHODS TO PERFORM THE WORK. CERTAIN AREAS MAY REQUIRE TREE REMOVAL, BOULDER RELOCATION, CLEARING AND GRUBBING, ETC. THAT MAY NOT BE SPECIFICALLY CALLED OUT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ABUTTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR ANY COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STORM WATER DISCHARGE OR DE-WATERING PERMITS THAT CORRESPOND WITH THESE ACTIVITIES.
9. ONSITE NATIVE MATERIAL CAN BE USED FOR STRUCTURAL BACKFILL IF APPROVED BY A GEOTECHNICAL ENGINEER AND SHALL BE SLOTTED TO SIX INCH MINUS, INSTALLED IN TWELVE INCH LIFTS AND COMPACTED TO 95 PERCENT WITH OPTIMUM MOISTURE CONTENT.
10. STRIPPED TOPSOIL GENERATED ONSITE TO BE STOCKPILED AND USED FOR RE-VEGETATION.

4. WATERLINE GENERAL NOTES:

1. ALL WATERLINE CONSTRUCTION SHALL CONFORM TO THE LATEST CITY OF GLENWOOD SPRINGS WATER DEPARTMENT STANDARDS AND SPECIFICATIONS.
2. INSTALLATION OF NEW WATERLINE IN AREAS WITH SANITARY SEWER MAIN AND SERVICE CROSSINGS MUST COMPLY WITH CITY OF GLENWOOD SPRINGS ENGINEERING STANDARDS, CITY OF GLENWOOD SPRINGS MUNICIPAL CODE, AND THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STANDARDS.
3. CONTRACTOR IS TO OBTAIN STATE DEWATERING PERMIT IN CASE OF GROUNDWATER IN THE TRENCH.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE COGS. THE CITY WILL RESERVE THE RIGHT TO ACCEPT OR REJECT ANY MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE CITY'S STANDARDS AND SPECIFICATIONS.
5. THE CONTRACTOR MUST NOTIFY THE CITY OF GLENWOOD SPRINGS WATER DEPARTMENT THROUGH THE FRONT OFFICE (PHONE 970-384-6344) AT LEAST TWO FULL WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
6. ALL WATER MAIN PIPES FITTING AND APPURTENANCES SHALL MEET THE CLASS CALLED OUT BY THE CITY OF GLENWOOD SPRINGS WATER DISTRIBUTION STANDARDS.
7. ALL WATERLINES SHALL HAVE A MINIMUM COVER OF SEVEN FEET. COVER GREATER THAN THE SPECIFIED MINIMUM MAY BE REQUIRED TO ACCOMMODATE EXISTING GRADES AND AVOID HIGH POINTS IN THE WATERLINE TO A MAXIMUM OF TEN FEET IF GRADE CONFLICTS OCCUR WITH EXISTING UTILITIES OR OTHER OBSTRUCTIONS, THE PROPOSED WATER MAIN GRADE CAN BE VARIED PROVIDED THE SEVEN FOOT MINIMUM DEPTH OF COVER IS MAINTAINED OR AS DIRECTED BY CITY STAFF IF BEDROCK/BOULDERS ARE ENCOUNTERED. THERE SHALL BE NO LOCALIZED HIGH POINTS.
8. PRECAUTIONS MUST BE TAKEN TO PROTECT WATERLINE PIPE INTERIORS, FITTINGS AND VALVES AGAINST CONTAMINATION AND BE KEPT CLEAN AND DRY AT ALL TIMES. A WATER TIGHT PLUG SHALL BE INSTALLED IN THE OPEN END OF THE PIPE AT THE END OF EACH WORKING DAY.
9. WATERLINES WILL BE INSTALLED AT RELATIVELY STRAIGHT LINES BETWEEN FITTINGS EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS. IN NO CASE SHALL THE MAXIMUM JOINT DEFLECTION AS RECOMMENDED BY THE PIPE MANUFACTURER BE EXCEEDED. PIPE CURVATURE MAY BE OBTAINED BY JOINT DEFLECTION AS RECOMMENDED AND WARRANTED BY MANUFACTURER. MANUFACTURER'S INSTALLATION GUIDELINES TO BE PROVIDED WITH MATERIALS SUBMITTAL.
10. IF HIGHLY CORROSIVE SOILS ARE ENCOUNTERED, ALL BURIED FITTINGS AND VALVES MUST BE WRAPPED IN 8 MIL POLYWRAP IN AREAS OF HIGH SOIL CONDUCTIVITY.
11. TWO FORMS OF THRUST RESTRAINT ARE REQUIRED. APPROVED FORMS ARE MEGALUGS, THRUST BLOCKS, AND TIE RODS. CONCRETE THRUST BLOCKS SHALL BE INSTALLED AT ALL HORIZONTAL AND VERTICAL BENDS, TEES, VALVES AND CAPS, ETC. IN ACCORDANCE WITH THE THRUST BLOCK TABLE SHOWN ON THE DETAIL SHEET. FOR CLARITY, ALL THRUST BLOCKS MAY NOT HAVE BEEN SHOWN ON THE DRAWINGS. FITTINGS WITH THRUST BLOCKS SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS BEEN GIVEN SUFFICIENT TIME TO CURE.
12. HORIZONTAL SEPARATION BETWEEN THE SANITARY SEWER MAIN AND WATER MAINS SHALL BE MAINTAINED AT TEN FEET EXCEPT AT SPECIFIED CROSSINGS AND AS IDENTIFIED ON THE PLANS.
13. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION FROM ALL SANITARY SEWER CROSSINGS. ONE FULL LENGTH OF WATER PIPE MUST BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IF THIS CANNOT BE MET THE ENGINEER SHALL NE NOTIFIED IMMEDIATELY.
14. FREEZE PROTECTION SHALL BE INSTALLED FOR ALL WATER MAIN AND SERVICES LESS THAN SEVEN FEET DEEP AND AWAY FROM STORM SEWERS, MANHOLES AND CULVERTS.
15. BLUE IDENTIFICATION TAPE SHALL BE INSTALLED 24 INCHES ABOVE ALL WATER MAINS.
16. ALL TRENCHES SHALL BE COMPACTED TO 95 PERCENT AS DETERMINED BY ASHTO T-99. WATER REQUIRED FOR MOISTURE CONDITIONING OF BACKFILL MATERIAL SHALL BE OBTAINED FROM AN AUTORIZED FILLING HYDRANT. ALL NECESSARY COMPACTION TESTING SHALL BE COMPLETED THROUGH A CERTIFIED SOILS LAB.
17. A COPY OF THE COMPACTION TEST RESULTS SHALL BE PROVIDED TO THE CITY AND ENGINEER DURING THE COURSE OF THE PROJECT.
18. THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED WATERLINE TESTING. ALL TESTING WILL BE COMPLETED IN THE PRESENCE OF THE CITY'S REPRESENTATIVE. THIS INCLUDES PRESSURE AND LEAKAGE TEST, FLUSHING AND DISINFECTION, BACTERIOLOGICAL TESTS, AND PIPE CONDUCTIVITY CONTINUITY. DISINFECTION OF THE WATERLINE SHALL BE IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN AWWA C651, LATEST EDITION, DISINFECTING WATER MAINS.
19. A PRE-CONSTRUCTION MEETING WITH CITY STAFF AND THE ENGINEER WILL BE REQUIRED WITH A MINIMUM OF TWO DAYS NOTICE.
20. ABANDONMENT REQUIREMENTS
- 20.1. FIRE HYDRANTS AND ASSOCIATED VALVES SHALL NOT BE ABANDONED IN PLACE, BUT SHALL BE REMOVED. HYDRANT BRANCHES SHALL BE PLUGGED AT THE MAIN ACCORDING TO CITY OF GLENWOOD SPRINGS STANDARDS.
- 20.2. COUPLINGS ARE NOT DESIRED, THE CORPORATION VALVE IS TO BE CLOSED AND THE SERVICE CUT AT THE COMPRESSION NUT. TEES SHALL BE PLUGGED AT THE SOURCE WITH AN APPROVED FITTING AND RESTRAINED. INSPECTION BY THE CITY'S WATER DEPARTMENT IS REQUIRED PRIOR TO BURYING THE WORK. THE CONTRACTOR SHALL NOT OPERATE EXISTING WATERLINE VALVES. CONTRACTOR SHALL NOTIFY THE CITY AT (970)-384-6400 A MINIMUM OF 48 HOURS IN ADVANCE OF ANY SERVICE ABANDONMENT.
- 20.3. ALL EXISTING WATER MAIN ALONG THE PROPOSED ALIGNMENT SHALL BE ABANDONED IN PLACE. ANYTIME AN EXISTING WATER MAIN IS CUT, IT SHALL BE CAPPED WITH TWO LINEAR FEET OF NON-SHRINK GROUT. ANY EXISTING WATER MAIN IN CONFLICT WITH THE NEW WATER MAIN AND/OR WITHIN THREE FEET OF NEW WATER MAIN SHALL BE REMOVED AND DISPOSED OF. MAIN LINES THAT ARE TO BE LEFT IN PLACE SHALL BE CAPPED AT BOTH ENDS WITH A MECHANICAL JOINT CAP. ALL VALVES THAT ARE TO BE ABANDONED IN PLACE SHALL HAVE TO TOP SECTION OF THE VALVE BOX AND VALVE BOX LID REMOVED. THE CAVITY SHALL BE FILLED WITH COMPACTED CLASS 6 AGGREGATE BASE.
21. SNVEL TEES MAY BE USED FOR ALIGNING HYDRANT VALVE AND VALVE BOX WITH EXISTING GRADES OTHERWISE CITY DETAILS SHALL BE FOLLOWED.
22. NEW SERVICE TAPS ARE TO BE PERFORMED BY THE CITY OF GLENWOOD SPRINGS WATER DEPARTMENT WHEN CONNECTIONS ARE READY TO BE MADE. TWO DAYS NOTICE MUST BE GIVEN. NO WATER TAPS SHALL BE BURIED FOR FUTURE CONNECTION. PRE-TAPPING WILL REQUIRE TESTING AND DISINFECTION ACCORDING TO CITY OF GLENWOOD SPRINGS STANDARDS.
23. ALL PIPING COMPONENTS REQUIRED FOR TIE-INS TO THE EXISTING WATERLINES MAY NOT BE SHOWN ON THE DRAWINGS. THESE SHALL BE PROVIDED AS REQUIRED BY THE CONTRACTOR AS PART OF TIE-IN TO EXISTING SYSTEM BID ITEM.
24. SOLID SLEEVES AT EXISTING CONNECTION POINTS ARE IMPLIED AND ARE NOT SPECIFICALLY CALLED OUT ON PLAN SET.
25. CONTRACTOR TO VERIFY SIZE OF ALL EXISTING SERVICES. CONTRACTOR TO NOTIFY ENGINEER AND/OR CITY PROJECT MANAGER OF ANY DISCREPANCIES.

5. UTILITY GENERAL NOTES

1. ANY CONTRACTOR-CAUSED DAMAGE TO UTILITY AND/OR SERVICE LINES SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE REPAIRED OR REPLACED AT NO COST TO THE CITY OF GLENWOOD SPRINGS AND SHALL BE ACCOMPLISHED BY THE CONTRACTOR, SUBCONTRACTOR OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO COMMENCING WORK IN THE PROJECT AREA. LIKEWISE, THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS WORK AND THAT OF THE INVOLVED UTILITIES IN THE PROJECT AREA.
2. UTILITY LINES SHOWN ON THE PLAN SHEETS ARE LOCATED FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION AND PROTECTION OF ALL UTILITIES IN PLACE.
3. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO AT 811 A MINIMUM OF TWO BUSINESS DAYS IN ADVANCE OF ANY EXCAVATION OR GRADING.
4. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL UTILITIES AND STRUCTURES AFFECTED BY THE WORK. ANY DAMAGE SHALL BE REPAIRED AND RESTORED TO THE SATISFACTION OF THE CITY OF GLENWOOD SPRINGS AND UTILITY PROVIDER. THE CONTRACTOR SHALL COORDINATE ALL UTILITY RELOCATIONS AS NECESSARY.
5. EXCAVATION AT GAS LINES: TEMPORARY COVER DURING CONSTRUCTION SHALL BE AT LEAST 18 INCHES OVER THE GAS CONDUIT. FINISH GRADE OVER THE GAS CONDUIT MUST BE AT LEAST TWO FEET AND NO MORE THAN SIX FEET.
6. EXISTING UNDERGROUND TELEPHONE, FIBER AND CABLE TELEVISION FACILITIES MAY BE LOCATED IN CLOSE PROXIMITY TO THE WORK. THE CONTRACTOR MAY, IF NECESSARY, TEMPORARILY DISPLACE THE CABLES DURING CONSTRUCTION AND REINSTALL THEM IN ACCORDANCE WITH THE APPROPRIATE TELEPHONE, FIBER OR CABLE TELEVISION COMPANY'S GUIDELINES WITH THEIR PRIOR CONSENT. COORDINATION WITH BOTH THE TELEPHONE AND CABLE TELEVISION COMPANY IS REQUIRED TO BE DONE BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL AT THEIR EXPENSE, SUPPORT AND PROTECT ALL UTILITIES, SO THAT THEY WILL FUNCTION CONTINUOUSLY DURING CONSTRUCTION EXCEPT THOSE DESIGNATED TO BE TEMPORARILY SHUT DOWN. THE CONTRACTOR SHALL GET AUTHORIZATION FOR TEMPORARY SERVICE DISRUPTIONS PRIOR TO ANY UTILITY WORK AT LEAST 48 HOURS IN ADVANCE. CUSTOMERS SHALL BE NOTIFIED ACCORDING TO THE UTILITY PROVIDERS REQUIREMENTS. SHOULD A UTILITY FAIL AS A RESULT OF THE CONTRACTOR'S OPERATIONS, IT WILL BE REPAIRED IMMEDIATELY BY EITHER THE CONTRACTOR OR THE UTILITY PROVIDER AT THE FULL COST OF LABOR AND MATERIALS TO THE CONTRACTOR.
8. ALL VALVE BOXES, CLEANOUTS, MANHOLES, GUY WIRES, SHALL BE ADJUSTED TO FINAL GRADE.
9. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND ELEVATION OF ALL SANITARY SEWER SERVICES AND WATER SERVICES PRIOR TO CONSTRUCTION.
10. IRRIGATION LINES MAY EXIST WITHIN THE PROJECT BOUNDARY. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO LOCATE IRRIGATION LINES THAT MAY BE AFFECTED BY THEIR WORK. ANY DAMAGED IRRIGATION EQUIPMENT OR LINES WILL BE REPLACED AT THE COST OF THE CONTRACTOR.
11. ALL WORK DONE ON OR AROUND WATER FACILITIES MUST BE INSPECTED BY A CITY OF GLENWOOD SPRINGS WATER DEPARTMENT INSPECTOR. ALL WORK DONE ON OR AROUND SEWER FACILITIES MUST BE INSPECTED BY A CITY OF GLENWOOD SPRINGS WASTEWATER DEPARTMENT INSPECTOR. THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF GLENWOOD SPRINGS TWO WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION.
12. TEMPORARY SHORING MAY BE REQUIRED FOR UTILITY INSTALLATION WORK ESPECIALLY IN AREA CLOSE TO OR IN EXISTING SLOPES. THE CONTRACTOR SHALL MAINTAIN SLOPE/TRENCH STABILITY UNTIL EXCAVATION IS BACKFILLED. THE CONTRACTOR SHALL SUBMIT SHORING PLANS TO THE CITY AND ENGINEER FOR REVIEW AND APPROVAL PRIOR TO SHORING OPERATIONS.

6. PAVEMENT NOTES:

1. ASPHALT PRIME COAT NOT REQUIRED UNLESS INDICATED ON DRAWINGS. PREPARED BASE COURSES SHALL BE PRIMED AT CONTRACTOR'S EXPENSE IF THE SURFACE HAS DETEIORATED DUE TO TRAFFIC, WEATHER OR TIME LAPSE BETWEEN SURFACE PREPARATION AND PLACEMENT OF BITUMINOUS MATERIALS, SUCH THAT, IN THE OPINION OF THE ENGINEER, USE OF PRIME COAT IS REQUIRED. APPLICATION RATE SHALL BE 0.3 GALS/SQ.YD.
2. BEFORE PLACEMENT OF THE TACK COAT, THE CONTRACTOR SHALL CLEAN THE PRESENT ROADWAY AS DIRECTED. CLEANING WILL NOT BE PAID FOR SEPARATELY, BUT IS CONSIDERED INCIDENTAL TO THE WORK.
3. A TACK COAT OF EMULSIFIED ASPHALT (SLOW SETTING) IS TO BE APPLIED BETWEEN PAVEMENT COURSES TO IMPROVE THE BOND. DILUTED EMULSIFIED ASPHALT FOR TACK COAT SHALL CONSIST OF 1 PART EMULSIFIED ASPHALT AND 1 PART WATER. RATES OF APPLICATION SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF APPLICATION. APPROXIMATE RATE SHALL BE 0.1 GAL/SQ.YD.
4. THE FOLLOWING SHALL BE USED WITH EACH BITUMINOUS PAVER:
A) SKI-TYPE DEVICE AT LEAST 30 FEET IN LENGTH.
B) SHORT SKI OR SHOE.
5. WHEN CONNECTING TO EXISTING PAVEMENT, ASPHALT MILLING IS REQUIRED TO A DEPTH OF TWO INCHES AND 24 INCHES WIDE. ADDITIONAL MILLING AND PAVEMENT RESTORATION IS INCIDENTAL TO PROJECT COST.
6. ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE THE SUCCEEDING LAYER IS PLACED.
7. WHERE NEW PAVEMENT IS TO ABUT EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE REMOVED TO A NEAT VERTICAL LINE BY SAW CUTTING PRIOR TO PAVING OPERATIONS. VERTICAL EDGES SHALL NOT REMAIN OVERNIGHT.

7. TRAFFIC CONTROL NOTES:

1. A TRAFFIC CONTROL PLAN SHALL BE PROVIDED BY A CERTIFIED TRAFFIC CONTROL SUPERVISOR AND IMPLEMENTED BY A CERTIFIED TRAFFIC CONTROL TEAM.
2. MAINTAIN ACCESS TO RESIDENCES AT ALL TIMES. TEMPORARY CLOSURE ALLOWED FOR UTILITY WORK WITH PRIOR COORDINATION AND APPROVAL BY THE OWNER. PROVIDE FOR EMERGENCY ACCESS CONTINUOUSLY.
3. PROVIDE SAFETY CONES, FLAG PERSONS, VERTICAL PANELS WITH BEACONS, SIGNS AND BARRICADES AS NECESSARY TO PROTECT PUBLIC AND WORK SITE.
4. PROVIDE SIGNAGE AS REQUIRED BY OWNER AND LOCAL GOVERNMENT WITH JURISDICTION OVER ADJACENT ROADS.
5. PROVIDE DIRECTIONAL SIGNAGE INCLUDING BUT NOT LIMITED TO ONE-WAY SIGNS AND/OR TRAFFIC SIGNALS DURING CONSTRUCTION. JERSEY BARRIERS MAY BE REQUIRED DURING CONSTRUCTION.
6. ANY SIGNAGE REMOVED DURING CONSTRUCTION SHALL BE REPLACED OR RETURNED TO ITS ORIGINAL LOCATION.
7. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
8. THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY THROUGHOUT THE DURATION OF CONSTRUCTION.
9. CONTRACTOR SHALL PROVIDE A SMOOTH TEMPORARY DRIVING SURFACE UNTIL FINAL PAVING IS COMPLETE. ALL TEMPORARY DRIVING SURFACES WILL NOT BE PAID FOR SEPARATELY, BUT ARE CONSIDERED INCIDENTAL TO THE WORK.
10. THE CONTRACTOR SHALL CLOSELY MONITOR ACCESS FOR HEAVY CONSTRUCTION EQUIPMENT THROUGH THE PROJECT AND USE TRAFFIC CONTROL AS NEEDED TO ACCOMMODATE CONSTRUCTION ACTIVITY ENTERING AND LEAVING THE PROJECT SITE.

8. LANDSCAPE NOTES:

1. ALL AREAS DISTURBED BY ROAD OR UTILITY CONSTRUCTION SHALL BE FINE GRADED AND RAKED TO REMOVE ALL ROCKS OVER THREE INCHES IN DIAMETER. PLACE TOPSOIL TO A DEPTH OF SIX INCHES ON ALL DISTURBED AREAS.
2. PRIOR TO TOPSOIL PLACEMENT, ALL CUT OR FILL SLOPES WILL BE CONTOURED TO BLEND WITH ADJACENT TERRAIN. CONTRACTOR WILL USE VARIOUS SLOPE MOLDING TECHNIQUES TO ENHANCE THE AESTHETIC QUALITY OF THE SLOPE, WHILE MAXIMIZING THE REVEGETATION POTENTIAL. ALL CUT AND FILL SLOPES SHALL BE ROUNDED AT THE TOE TO BLEND WITH THE EXISTING TERRAIN. ADDITIONALLY, WHERE SOILS AND STEEPNESS OF SLOPES PERMIT, TERRACES WILL BE CONSTRUCTED TO AID THE REVEGETATION PROCESS.
3. THE CONTRACTOR SHALL NOT PROTECT FROM DAMAGE ALL TREES, BUSHES, AND EXISTING IMPROVEMENTS INSIDE AND OUTSIDE THE LIMITS OF WORK. SPECIFIC PROVISIONS ARE SHOWN ON THE PLANS.
4. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LANDSCAPE, HARDSCAPE, AND SNOWMELTED AREAS IN-KIND.
5. SPECIFIC HIGHLY VEGETATED AREAS AND AREAS WITH TREES IN PROXIMITY TO THE WORK ARE CALLED OUT ON THE PLANS, BUT MAY NOT INCLUDE ALL SUCH AREAS. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION CONSIDERATIONS IN HIGHLY VEGETATED AREAS. ALL DAMAGED OR REMOVED VEGETATION SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

9. EROSION CONTROL NOTES:

1. THE ULTIMATE RECEIVING WATERS ARE THE COLORADO RIVER.
1. TOPSOIL WILL BE STRIPPED AND STOCKPILED WITH REINFORCED FILTER LOGS SURROUNDING STOCKPILE AND THEN SEEDED AND STRAWED FOR STABILIZATION. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF DIRT FROM VEHICLES LEAVING THE SITE PER CITY OF GLENWOOD SPRINGS CODE.
3. EROSION AND SEDIMENT CONTROLS ARE TO BE INSPECTED EVERY FOURTEEN CALENDAR DAYS OR AFTER EVERY STORM EVENT THAT EQUALS OR EXCEEDS A HALF INCH OF PRECIPITATION.
4. CONTRACTOR IS RESPONSIBLE FOR CHECKING THAT ALL EROSION CONTROL BMPs ARE FREE OF MUD, DIRT, AND DEBRIS. ALL STRUCTURES ARE TO BE CLEANED ONCE DEPOSITED SEDIMENT REACHES ONE THIRD THE HEIGHT OF THE STRUCTURE.
5. ACTUAL LOCATIONS OF ALL EROSION AND SEDIMENT CONTROL MEASURES CAN BE FIELD MODIFIED IF NECESSARY BY ENGINEER OF RECORD AND APPROVED BY THE CITY OF GLENWOOD SPRINGS AND THE CITY PROJECT MANAGER.
6. EROSION CONTROL FENCING AND OTHER EROSION CONTROL MEASURES SHALL BE REMOVED AFTER ALL VEGETATION SEEDING IS AT LEAST 80 PERCENT GERMINATED.
7. CONSTRUCTION ROAD, STABILIZED ENTRANCE, STAGING AREA, AND PERIMETER EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE GRADING OR EXCAVATION ACTIVITIES.
8. STOCKPILED MATERIALS SHALL BE SURROUNDED WITH FILTER LOGS AND WEIGHED DOWN WITH SAND BAGS. LOGS MAY NOT CONTAIN STRAW. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF DIRT FROM VEHICLES LEAVING THE SITE.
9. ALL DRAINAGE STRUCTURES ARE TO BE PROTECTED BY EROSION CONTROL MEASURES.
10. IF ANY TEMPORARY FLOW LINE IS TO OCCUR DUE TO INTERMITTENT GRADE CHANGE, CHECK DAMS, SURFACE ROUGHENING AND ADDITIONAL BMPs SHOULD BE IMPLEMENTED.

10. BENCHMARK AND SURVEY CONTROL

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION STAKING OF BOTH HORIZONTAL AND VERTICAL LAYOUT ON THIS PROJECT. COORDINATES ARE REFERENCED IN THE COORDINATE LIST SHOWN ON THESE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT ENGINEER FOR INTERPRETATION AND INFORMATION IN STAKING OF THE PROJECT FOR CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING ANY MONUMENTS, RANGE POINTS, TIES, BENCHMARKS, AND/OR SURVEY CONTROL POINTS WHICH MAY BE DISTRIBUTED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENT BY A REGISTERED PROFESSIONAL LAND SURVEYOR AUTHORIZED TO PRACTICE LAND SURVEYING IN THE STATE OF COLORADO. PROPERTY CORNERS WHICH FALL WITHIN NEW CONCRETE FLATWORK SHALL BE DURABLE AND SET FLUSH. THIS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

ABBREVIATIONS

ABC	AGGREGATE BASE COURSE	MAX.	MAXIMUM
AP	ANGLE POINT	WMH	MANHOLE
APPROX.	APPROXIMATE	MIN.	MINIMUM
ASPH.	ASPHALT	MSE	MECHANICALLY STABILIZED EARTH
BB	BEGINNING POINT	Q/S	OFFSET
BW	BOTTOM OF WALL	PC	POINT OF CURVATURE
C&G	CURB AND GUTTER	PCC	POINT OF COMPOUND CURVE
C	CENTER LINE	PRC	POINT OF REVERSE CURVE
CMP	CORRUGATED METAL PIPE	FGL	PROFILE GRADE LINE
CONC.	CONCRETE	PNT.	POINT
DW	DRIVEWAY	PRC	POINT OF REVERSE CURVATURE
EB	EAST BOUND	PROP.	PROPOSED
EG	EXISTING GRADE	PT	POINT OF TANGENCY
EOG	EDGE OF GRAVEL	PVC	POINT OF VERTICAL CURVATURE
ELEV.	ELEVATION	PVI	POINT OF VERTICAL INFLECTION
ELEC.	ELECTRIC	PVMT.	PAVEMENT
EP	END POINT	R/R	REMOVE & REPLACE
EOA	EDGE OF ASPHALT	RIGHT:	RADIUS
EX	EXISTING	RAD.	RADIAL
FG	FINISHED GRADE	RCP	REINFORCED CONCRETE PIPE
FT	FLOWLINE	REF.	REFERENCE
GB	GRADE BREAK	ROW	RIGHT-OF-WAY
GR	GUARDRAIL	SECT.	SECTION
GRAV.	GRAVEL	SF	SQUARE FEET
HCL	HORIZONTAL CONTROL LINE	SH.	SHEET
HDPE	HIGH DENSITY POLYETHYLENE	SDMH	STORM DRAIN MANHOLE
HP	HIGH POINT	SSMH	SEWER MANHOLE
HBP	HOT BITUMINOUS PAVEMENT	STA.	STATION
HMA	HOT MIX ASPHALT	SW	SIDEWALK
IN	INCH	SY	SQUARE YARD
INV.	INVERT	TBC	TOP BACK CURB
LEFT	LEFT	TOP	TOP OF PIPE
LDA	LIMITS OF DISTURBED AREA	TW	TOP OF WALL
LF	LINEAR FEET	TYP.	TYPICAL
LP	LOW POINT	WB	WEST BOUND
		VP	VALLEY PAN

	EXISTING	PROPOSED
CABLE TV LINE	---TV---TV---	TV---TV---
EASEMENT LINE	---	---
EDGE OF PAVEMENT	---	---
EDGE OF GRAVEL	---	---
EDGE OF WATER	---	---
FENCE LINE	-x-x-x-x-x-x-x-	-x-x-x-x-x-x-
FIBER OPTIC LINE	---FO---FO---	FO---FO---
FLOW LINE	---FD---FD---	FD---FD---
FOUNDATION DRAIN	---	---
FORCE MAIN	---FM---FM---	FM---FM---
GAS LINE	---G---G---	G---G---
GUTTER FLOW LINE	---	---
MAJOR CONTOUR	-----9105-----	9105-----
MINOR CONTOUR	-----9104-----	9104-----
PROPERTY LINE	---	---
RIGHT-OF-WAY	---	---
SANITARY SEWER LINE (SIZE)	---S---S---	SS---SS---SS---
STORM DRAIN LINE	---	---
TEMP CONSTRUCTION ESMT	---T.C.E.---	T.C.E.---
TBC/SIDEWALK/CONCRETE	---	---
UNDERGROUND ELECTRIC LINE	---E---E---	E---E---
UNDERGROUND TELEPHONE LINE	---	---
WATER LINE	---W---W---	8W---8W---
WATER SERVICE LINE	---WS---WS---	WS---WS---

	EXISTING	PROPOSED
CABLE BOX	☐	☐
CABLE RISER	⊗	⊗
CURB STOP	⊕	⊕
CURB INLET	⊕	⊕
DECIDUOUS TREE	☼	☼
ELECTRIC MANHOLE/ METER	Ⓢ	Ⓢ
ELECTRIC TRANSFORMER	Ⓢ	Ⓢ
EVERGREEN TREE	☼	☼
FIBER OPTIC RISER	⊗	⊗
FIRE HYDRANT	⊗	⊗
GAS VALVE	⊗	⊗
GUY ANCHOR	⊗	⊗
MAILBOX	Ⓢ	Ⓢ
MONUMENT MARKER	Ⓢ	Ⓢ
POWER POLE	Ⓢ	Ⓢ
SEWER MANHOLE	Ⓢ	Ⓢ
SLO BORING LOCATION	Ⓢ	Ⓢ
SIGN	Ⓢ	Ⓢ
SPOT ELEVATION	Ⓢ	Ⓢ
STORM MANHOLE	Ⓢ	Ⓢ
STREETLIGHT	Ⓢ	Ⓢ
TELEPHONE MANHOLE	Ⓢ	Ⓢ



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MOUNTAINVIEW FLATS

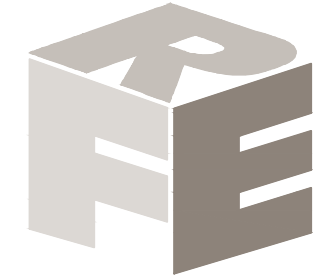
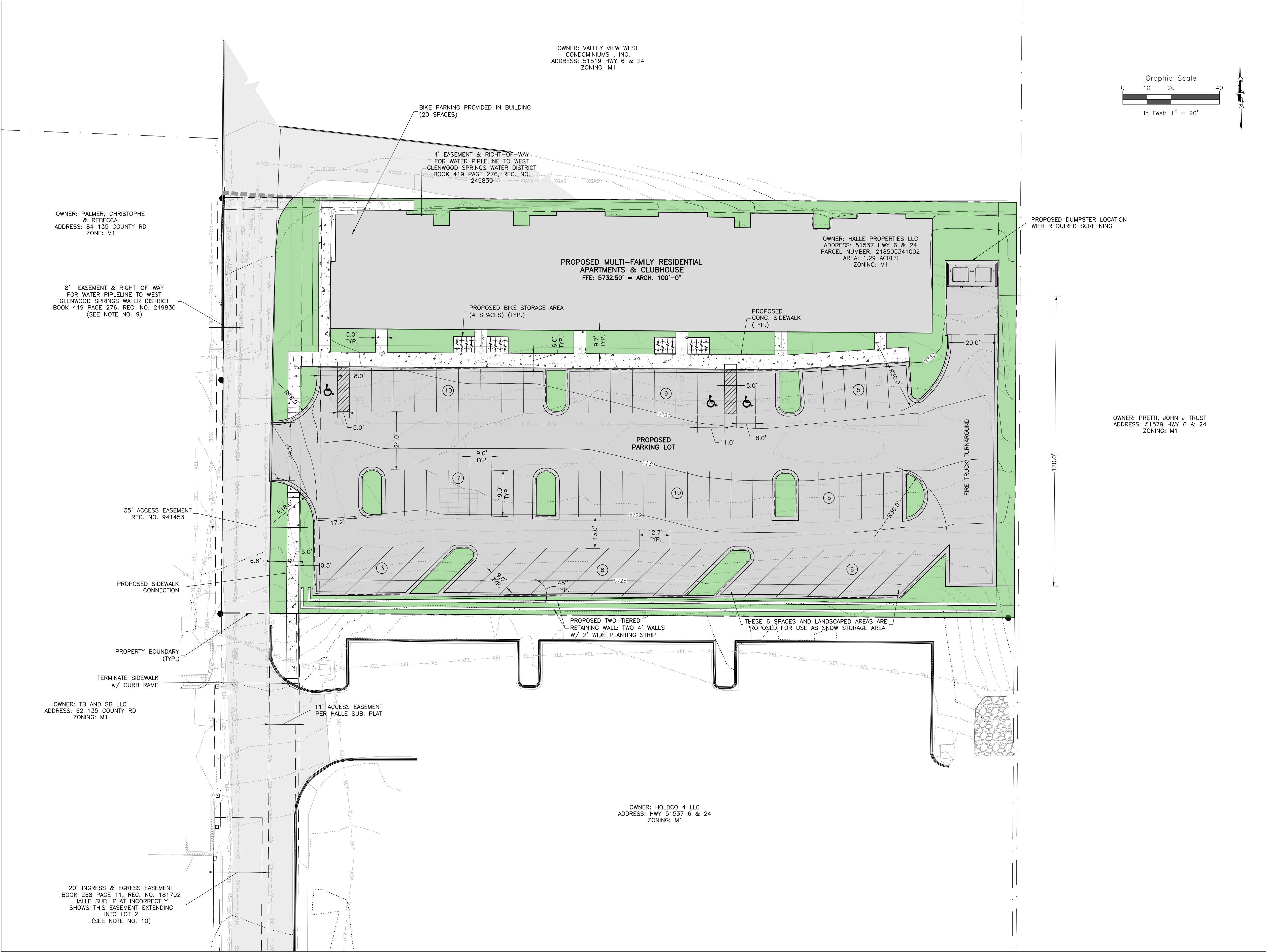
GLENWOOD SPRINGS, CO

NOTES AND LEGEND

OF 6

NOTES:

1. SNOW STORAGE AREA WILL BE PROVIDED FOR ALL SIDEWALKS, PARKING AREAS, ACCESS DRIVES AND TURNAROUND. LANDSCAPING AREAS AND 10% OF THE REQUIRED OFF-STREET PARKING SPACES WILL BE USED FOR SNOW STORAGE AREAS.



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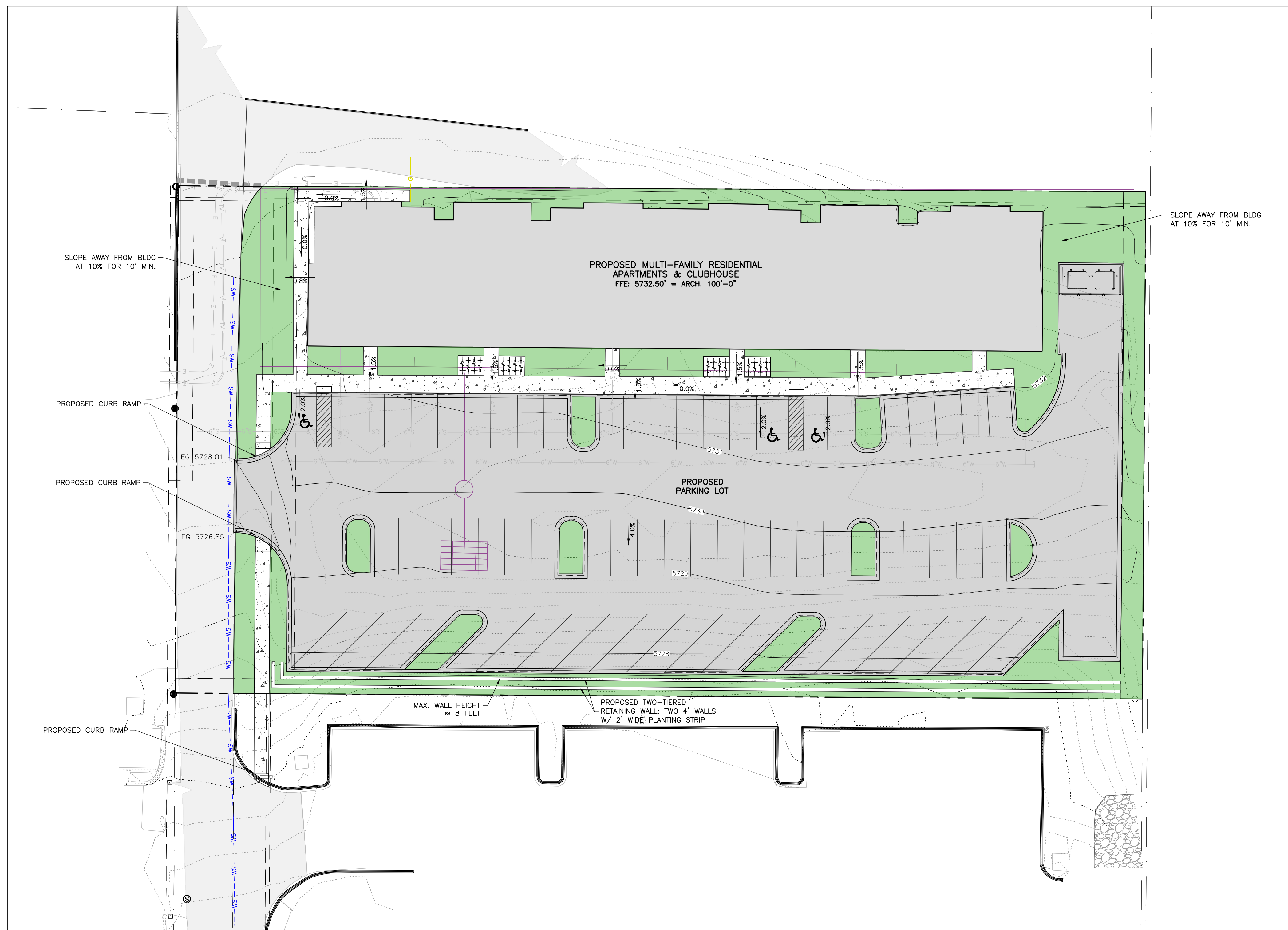
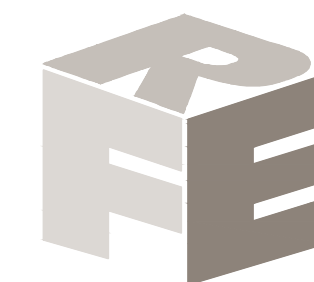
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MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY SITE PLAN

C4
OF 6

1. PROVIDE POSITIVE DRAINAGE FROM ALL EXISTING AND PROPOSED BUILDINGS PER BUILDING CODE. THE GROUND IMMEDIATELY ADJACENT TO THE FOUNDATION WALL SHALL BE SLOPED AWAY FROM THE BUILDING AT A SLOPE NOT LESS THAN 5% FOR A DISTANCE OF 10 FEET. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING.
2. VERIFY ELEVATIONS WITH ARCHITECTURAL DRAWINGS.



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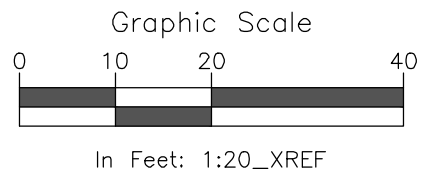
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MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY GRADING
PLAN

C5
OF 6



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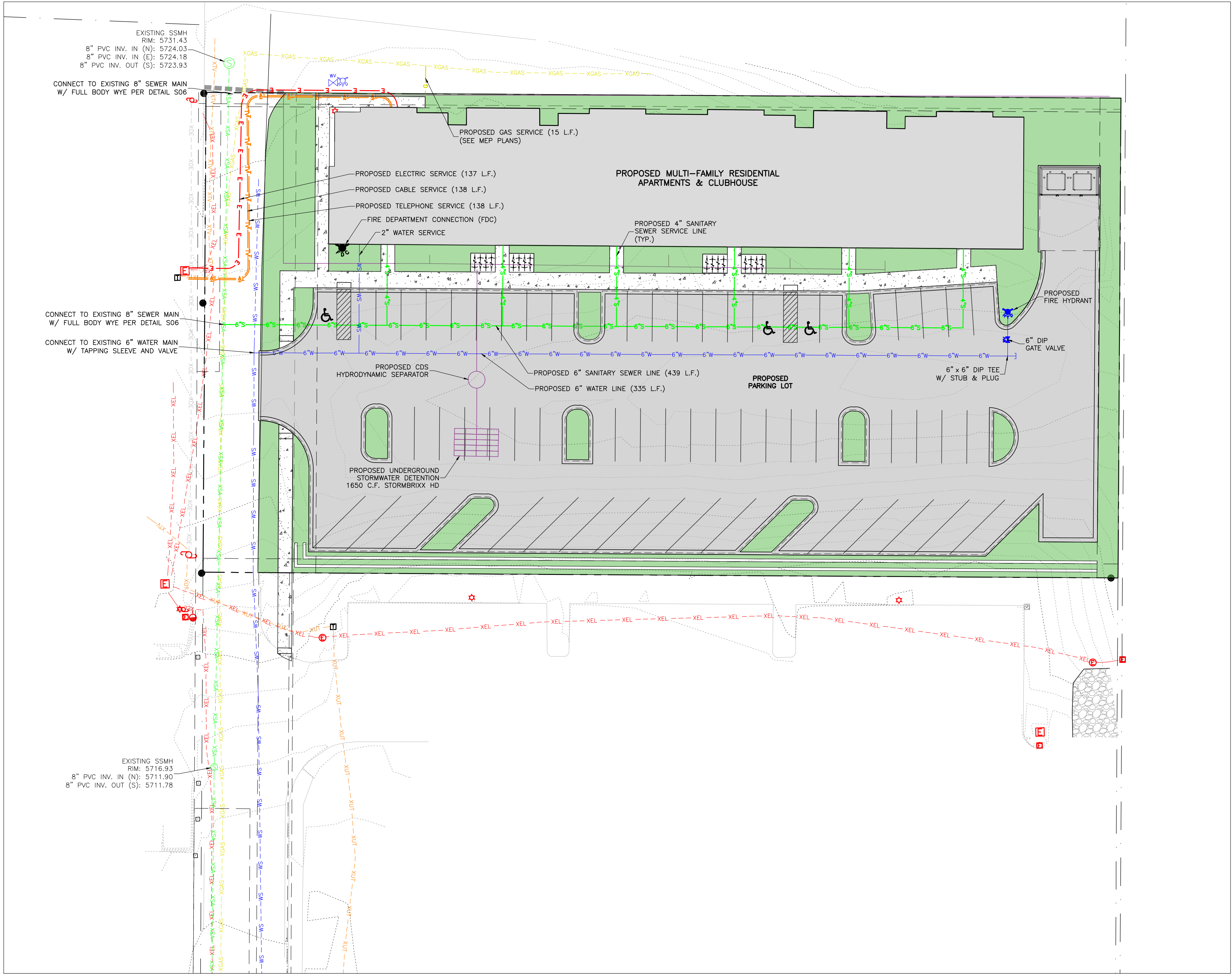
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MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY UTILITY PLAN

C6
OF 6



Conceptual Drainage Report

MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

June 29, 2021

Prepared by
Anthony Alfini, P.E.
Roaring Fork Engineering
592 Highway 133
Carbondale, CO 81623



Conceptual Drainage Report

MOUNTAINVIEW FLATS GLENWOOD SPRINGS, CO

I HEREBY AFFIRM THAT THIS REPORT AND THE ACCOMPANYING PLANS FOR THE IMPROVEMENTS AT 51537 6 & 24 HWY WAS PREPARED BY ME FOR THE OWNERS THEREOF IN ACCORDANCE WITH THE PROVISIONS OF CITY OF GLENWOOD SPRINGS STORMWATER, DRAINAGE, WATER QUALITY AND EROSION CHAPTER AND APPROVED VARIANCES AND EXCEPTIONS LISTED THERETO. I UNDERSTAND THAT IT IS THE POLICY OF THE CITY OF GLENWOOD SPRINGS THAT THE CITY OF GLENWOOD SPRINGS DOES NOT AND WILL NOT ASSUME LIABILITY FOR DRAINAGE FACILITIES DESIGNED BY OTHERS.

ANTHONY ALFINI, P.E.

RFE Project # 2021-29

Table of Contents

1.0	General	4
1.1	Existing Site	4
1.2	Proposed Site.....	5
1.3	Previous Drainage Studies	6
2.0	Drainage Basins and Sub-basins	6
2.1	Offsite Drainage	6
2.2	Drainage Basins.....	6
2.3	Peak Discharge Calculations	6
3.0	Low Impact Site Design.....	8
3.1	Principles	8
4.0	Hydrologic Criteria	10
4.1	Storm Recurrence and Rainfall	10
4.2	Storage Volumes Methodology.....	10
5.0	Hydraulic Criteria	10
5.1	Inlets	10
5.2	Pipes	11
5.3	Gutters	11
6.0	Proposed Facilities	11
6.1	CDS Hydrodynamic Separator.....	11
6.2	StormBrixx System	11
7.0	Operation and Maintenance	11
7.1	Pipes and Inlets.....	12
7.2	CDS Hydrodynamic Separator.....	12
7.3	StormBrixx System	12
8.0	Appendices.....	14
8.1	Appendix A: FIRM Panel 1431	14
8.2	Appendix B: National Wetlands Inventory	15
8.3	Appendix C: Erosion Control Plan	16
8.4	Appendix D: Onsite and Offsite Basin Exhibit.....	17
8.5	Appendix E: Peak Flow Calculations.....	18
8.6	Appendix F: NOAA Atlas 14 Precipitation Depths	19
8.7	Appendix G: Storage Volume Calculations	20
8.8	Appendix H: CDS Inspection and Maintenance Guide	22
8.9	Appendix I: StormBrixx Prevention, Inspection, Maintenance, and Cleaning.....	27
8.10	Appendix J: Geotechnical Report	36

1.0 General

1.1 Existing Site

The following report is an evaluation of the proposed development of the Mountain View Flats in West Glenwood, Parcel ID 218505341002 (physical address: 51537 6 & 24 HWY). The 1.294-acre property is bordered by an auto service business to the south, a mini golf course to the east, a condominium complex to the north, and a private street to the west. It is within the Mixed-Use Corridor (M1) Zoning District. There are currently no buildings onsite. There is a chain link fence, a wooden fence, and a concrete parking area onsite currently used by the Valley View West Condominiums.

The topography of the site generally slopes from the north to the south, with a large mound of earth in the center of the site as a high spot. Slopes range from 2% to 24%. The site drains to the south and southwest, where runoff leaves the site and flows to the property to the south. The ultimate receiving system is the Colorado River. The existing vegetation consists of native grasses, deciduous trees, and shrubs. See sheet C2 for the Existing Conditions

There is a nearby Freshwater Emergent Wetland (PEM1Cx classification) north of the site, a Riverine habitat (R4SBC classification) west of the site, and a large Riverine habitat (R3UBH classification) occupied by the Colorado River south of the site. None of these areas are directly adjacent to the site. The Colorado River is the only riparian area downstream of the site and is the ultimate receiving system for the runoff from this site after it flows through the City's storm system. See Appendix B for a map of the nearby wetlands via the National Wetlands Inventory.

No drainage easements are within or adjacent to the property and none will be necessary for this project. As the storm system underneath Highway 6 is undersized, it will be necessary to size the proposed system for full detention of a 100-year storm to avoid conveying runoff to the City of Glenwood Springs' (COGS) storm system. Preventative erosion control measures will be taken during all phases of construction. See Appendix C for the Erosion Control Plan.



Figure 1: Garfield County GIS vicinity view. Parcel 218505341002 shown in blue.

1.2 Proposed Site

This project is classified as a “Major Site/Architectural Plan” per Table 060.2: Site/Architectural Plan Review Thresholds in section 070.060.050 of the Glenwood Springs Municipal Code, as it proposes more than 25 new dwelling units. The intent of this report is to demonstrate compliance with the requirements of the Glenwood Springs Municipal Code and the Glenwood Springs Engineering Standards.

The proposed project will consist of the construction of a new 4-story, 40-unit apartment complex and a 63-spot parking lot. Landscaping, patios, and walkways are proposed around the site. An access entrance is proposed connecting the private street to the site.

The proposed drainage infrastructure includes downspouts from roof structures, slotted curb and gutter inlets, and area drains surrounding the site to capture onsite flows before they reach the adjacent properties and Glenwood Springs right-of-way. All onsite drainage is captured from impervious areas and is routed through an onsite pipe system that connects to a CDS Hydrodynamic Separator and a StormBrixx system located underneath the proposed parking lot. This property is in Zone C of the most recent (October 1985) Flood Insurance Rate Map (FIRM) on Panel 1431. Zone C consists of areas of minimal flooding. See Appendix A for FIRM Panel 1431. No changes to land use or soil type are proposed.

1.3 Previous Drainage Studies

There are no previous drainage studies for this site.

2.0 Drainage Basins and Sub-basins

The development on the parcel is proposed as one large onsite basin. The basin will be subdivided into smaller sub-basins and analyzed to aid with design of the stormwater infrastructure for the Permit submittal. In this report, the site is analyzed as one large basin, Basin 1. See Appendix D for an exhibit showing onsite basin delineation.

2.1 Offsite Drainage

This site is downhill from a small portion of the Valley View West Condominiums property and a small portion of residential property which will sheet flow to the site. The offsite basin is 90% pervious and is approximately 38,320 square feet. Additional offsite runoff from the 100-year storm event is accounted for in pipe sizing calculations and the additional runoff volume has been incorporated into the full detention sizing of the proposed detention system. See Appendix D for the offsite basin layout.

2.2 Drainage Basins

Basin 1 is the major basin within the parcel and consists of the entire property east of the existing private drive. The basin has a total area of 56,345 square feet and will be 74% impervious. The remaining pervious areas of the basin include several landscaped areas surrounding the building and parking lot. Runoff from the basin is collected through downspouts, curb and gutter, inlets, and area drains. The captured runoff is then conveyed through the storm drain system to a CDS Hydrodynamic Separator and StormBrixx system below the parking lot that is sized to detain the 25-year storm.

2.3 Peak Discharge Calculations

The peak flows were calculated for the Major Onsite Basin for the 100-year 1-hour storm event using the Rational Method. These calculations were done using the “Peak Runoff Prediction by the Rational Method” spreadsheet provided on the Mile High Flood District Criteria Manual Webpage. The Rational Method was used to calculate runoff for this basin as the area is under 90 acres. The 1-hour Rainfall depths (P_1) used for these calculations were generated by the NOAA Atlas 14 Point Precipitation Frequency Estimates Program and are equal to 1.06 inches and 1.35 inches for the 25-year and 100-year events, respectively.

The “Weighted T_c ” sheet of the “Peak Runoff Prediction by the Rational Method” spreadsheet was used to calculate the time of concentration across the site. Equation 1 was used by the “Peak Runoff Prediction by the Rational Method” spreadsheet to solve for the Overland Flow Time (t_i) under existing conditions.

$$t_i = \frac{0.395(1.1 - C_5)\sqrt{L_i}}{(S_i)^{0.33}} \quad (Eq. 1)$$

C_5 = 5 – year Runoff Coefficient

L_i = Overland Flow Length (feet)

S_i = Overland Flow Slope ($\frac{\text{feet}}{\text{feet}}$)

The Runoff Coefficient is a function of Soil Group, impervious percentage, and rainfall frequency. Since this area is comprised of both B and C type soils according to the January 27, 2021 Geotech Report, Hydrologic Soil Type B was used for preliminary analysis to be conservative. See Appendix K for the Geotechnical Report.

Equation 2 was used by the “Peak Runoff Prediction by the Rational Method” spreadsheet to solve for the Channelized Flow Time (t_t) under existing conditions.

$$t_t = \frac{L_t}{60K\sqrt{S_t}} \quad (Eq. 2)$$

K = NRCS Conveyance Factor

L_t = Channelized Flow Length (feet)

S_t = Channelized Flow Slope ($\frac{\text{feet}}{\text{feet}}$)

An NRCS Conveyance Factor K of 7 was used because the existing site consists of short pasture and lawn.

The Computed Time of Concentration is the sum of the Overland Flow Time and the Channelized Flow Times calculated in the “Weighted T_c ” sheet. Equation 3 was used by the “Peak Runoff Prediction by the Rational Method” spreadsheet to calculate the total Computed t_c .

$$t_c = t_i + t_t \quad (Eq. 3)$$

This Computed t_c is compared to the Regional t_c , which was calculated in the “Peak Runoff Prediction by the Rational Method” spreadsheet using Equation 4. Equation 4 is used when the impervious percentage exceeds 20% and is a regional approach developed by the Colorado Urban Hydrograph Procedure.

$$t_{c,regional} = (26 - 17i) + \frac{L_t}{60(14i + 9)\sqrt{S_t}} \quad (Eq. 4)$$

i = site imperviousness (expressed as a decimal)

The selected Time of Concentration is the lesser of the Computed Time of Concentration and the Regional Time of Concentration. In this instance, the Regional Time of Concentration is the lesser of the two values. The selected Time of Concentration is then compared to the minimum Time of Concentration for non-urban areas, which is 10 minutes, and the higher of the two numbers is chosen.

Using the Selected t_c , the Rainfall Intensity (I in/hr) is calculated in the “Peak Runoff Prediction by the Rational Method” spreadsheet using Equation 5.

$$I = \frac{a * P_1}{(b + T_c)^c} \quad (Eq. 5)$$

Coefficients a , b , and c are location specific and are based on rainfall intensity-duration-frequency (IDF) data. RFE used the Denver area intensity equation coefficients. Runoff Coefficients (C), a function of the Soil Group (in this case B) and the percentage of impervious area were developed by the “Peak Runoff Prediction by the Rational Method” spreadsheet.

The “Peak Runoff Prediction by the Rational Method” spreadsheet then used Equation 6 to calculate the Peak Discharge.

$$Q_p = CIA \quad (Eq. 6)$$

Q_p = Peak Discharge (cfs)

C = Runoff Coefficient

I = Rainfall Intensity (inches per hour)

A = Area (acres)

These peak flow values were used to calculate the size of the proposed conveyance structures. Conveyance structures, such as inlets and pipes, will be sized for the 100-year event. Detention structures, such as the CDS Hydrodynamic Separator and StormBrixx systems, were sized to detain the 25-year storm event. The peak flows for developed and undeveloped conditions for the 2, 5, 25, and 100-year storm events for the major basin can be found in Appendix E. historic drainage patterns will be maintained and peak discharge rates will be limited to the pre-developed rate for the 25-year storm event.

3.0 Low Impact Site Design

Low Impact Development (LID) aims to mimic the natural pre-development hydrologic pattern. The goal is to manage storm water as close to its source as is possible. This entire developed site is approximately 74% impervious. The treatment train approach is used on all runoff to increase water quality and infiltration.

3.1 Principles

Principle 1: Consider storm water quality needs early in the design process.

The grading and drainage design was coordinated between the architect, landscape architect, and civil engineering teams throughout the design process and water quality requirements were discussed early on. Site visits ensured proper understanding of existing conflicts and opportunities to improve existing drainage patterns.

Principle 2: Use the entire site when planning for storm water quality treatment.

Storm water quality was considered in the design of every part of the site that is being affected by the proposed construction. Stormwater treatment and storage structures will be distributed throughout the site as much as possible.

Principle 3: Avoid unnecessary impervious area.

The total impervious area on the site was kept to a minimum while meeting the design goals and parking requirements by incorporating pervious landscaped areas throughout the site.

Principle 4: Reduce runoff rates and volumes to more closely match natural conditions.

All runoff from impervious surfaces on the property is collected and routed to BMP structures. The stormwater infrastructure has been sized to collect, convey, and detain runoff from the 25-year storm event and release at the 25-year historic runoff rate. A hydrodynamic separator has been designed to treat the water quality capture volume. The detention system is designed to infiltrate storage capacity into the surrounding earth.

Principle 5: Integrate storm water quality management and flood control.

The proposed CDS Hydrodynamic Separator and StormBrixx system provide detention to limit release to the pre-developed rate for the 25-year storm event, will capture and treat runoff for water quality, and will infiltrate the runoff into the soils.

Principle 6: Develop storm water quality facilities that enhance the site, the community, and the environment.

The design will release runoff at the historic 25-year runoff. Therefore, the development of this site will not contribute additional runoff to the existing storm system in the CDOT right-of-way. The detention structures are proposed to be buried underground and thus will not be visible by the public.

Principle 7: Use treatment train approach.

The use of a treatment train approach in which stormwater passes over pervious surfaces before entering the storm system was incorporated where practical on this site. The design implements sheet flow across landscaping, oil and sand separation, and sumps in the pipe network to ensure treatment throughout the system.

Principle 8: Design sustainable facilities that can be safely maintained.

Inlets and piping will be vacuumed or flushed periodically to maintain adequate flow. Proper grading reduces dangerous slopes. Cleanouts are located where necessary to ensure the lifetime of the drainage infrastructure. The CDS Hydrodynamic Separator and StormBrixx system will be easily accessible for maintenance.

Principle 9: Design and maintain facilities with public safety in mind.

The proposed design for parking and walkways reduces ice buildup and dangerous icy conditions. All grading was done with safety in mind, and no steep slopes occur on site.

4.0 Hydrologic Criteria

4.1 Storm Recurrence and Rainfall

The 25-year and 100-year storm events were analyzed. The 1-hour rainfall depth (P_1) is **1.35** inches for the 100-year event and **1.06** inches for the 25-year storm event as determined by the NOAA Atlas 14 Point Precipitation Frequency Estimates in Colorado. See Appendix F for the site-specific tabular data used. The intensity in inches per hour for different storm durations (T_d) was calculated using **Equation 5-1** in Volume 1 of the Mile High Flood District (MHFD) Urban Storm Drainage Criteria Manual.

4.2 Storage Volumes Methodology

The storage requirements for this site were calculated using the total impervious area along with the historic and developed peak runoff rates established in Section 2.2. The proposed storm drainage system is designed to detain the 25-year storm event. Storage volume calculations can be found in Appendix G.

5.0 Hydraulic Criteria

All onsite pipes are sized to accommodate the 100-year storm event. Inlet calculations assume a 50% clogging factor and a 40% opening in the grates. A water depth of 0.5 inches will be assumed and all the inlets will be treated as sumps, as they will be set a minimum of 0.5 inches below flow lines.

5.1 Inlets

The peak flows for the 100-year event in each sub-basin will be used as the flowrate to size the proposed inlets. Equations 7-38 and 7-42 from Volume 1 of the MHFD Urban Storm Drainage Criteria Manual will be used in these calculations. The equations incorporate a 50% clogging factor and assume a 40% opening in the grates. A water depth of 0.5 inches will be assumed and all the inlets will be treated as sumps, as they will be set a minimum of 0.5 inches below flow lines. All inlet calculations will be provided in the Building Permit Application Set.

5.2 Pipes

Pipes used will be PVC SDR-35 and HDPE with Manning's coefficients (n) of 0.01 and 0.012, respectively. The pipes will be sized to accommodate peak flows for a 100-year event from all contributing sub-basins. Calculated pipe sizes will be tested for hydraulic capacity at 80% of their full flowrate. Equations 7-45 and 7-49 from Volume 1 of the MHFD Urban Storm Drainage Criteria Manual will be used to calculate the required pipe size and peak flows. All pipe calculations will be provided for the Permit Submittal.

5.3 Gutters

All gutters will be sized to convey the 100-year storm event. Gutter flow calculations will be provided in the Building Permit submittal.

6.0 Proposed Facilities

This property will not be connected to the COGS stormwater infrastructure. The onsite detention system is sized for detention of the 25-year storm event, as described in Section 2.2 of this report. This system will connect to the existing storm system in the CDOT right-of-way along Highway 6.

6.1 CDS Hydrodynamic Separator

A Continuous Deflective Separation (CDS) Hydrodynamic Separator is proposed to remove sediment, hydrocarbons, and trash from stormwater runoff. Floatables and solids will be captured in the center of the separator, sediment will settle in an isolated sump, and hydrocarbons will be trapped behind a baffle before the stormwater exits the system. Runoff from the site will be conveyed to this CDS system where it will be treated before entering the StormBrixx system.

6.2 StormBrixx System

Runoff will flow from the CDS Hydrodynamic Separator to the proposed StormBrixx HD system where it will be further treated and infiltrate into the soil. The StormBrixx HD system is sized to detain the 25-year storm event and release at the historic 25-year runoff rate. Storage calculations can be found in Appendix G.

7.0 Operation and Maintenance

A maintenance agreement shall be coordinated between the property owner and the City of Glenwood Springs to ensure stormwater structures are properly maintained.

7.1 Pipes and Inlets

The piping must be maintained periodically to ensure proper operation. Minimum inspection and maintenance requirements include the following:

- During the first year draw down should be checked for every event exceeding 0.25" of precipitation to ensure no significant backups are occurring.
- Piping systems and sumps should be checked during and after storms routinely.
- After the first year, the system should be cleaned out at least once a year and more if the first-year inspection proves more maintenance is required.
- More frequent cleaning reduces the amount of debris entering the system and reduces the need for more intense maintenance.
- Clean the inside of any perforated pipes with a pipe cleaner accessed through cleanouts. This should be done yearly, or as necessary if the system is not infiltrating properly or if the system has become contaminated.
- Ensure heat tape is functioning before colder months to prevent damage to piping.

If the storm system is not maintained properly, replacement of parts or of the entire system may be necessary.

7.2 CDS Hydrodynamic Separator

Inspection is extremely important to maintain the effectiveness of the CDS system. The system should be inspected at least twice per year and cleaned when the level of sediment has reached 75% of capacity or when a large amount of trash or hydrocarbons has accumulated. Disposal of sediment, debris/trash, and any other waste material removed from the CDS should comply with local, State, and Federal waste regulations.

Any contractor with a vacuum truck can perform maintenance, however, the closest certified Contech certified maintenance provider is Apex Companies located in Denver (704-589-5088). See Appendix I for the CDS Inspection and Maintenance Guide.

7.3 StormBrixx System

The StormBrixx system should be inspected and maintained at least twice per year to ensure proper functioning. Inspection can be done remotely via CCTV through various inspection ports, access chambers, or inlet connection.

During the first year, the system should be inspected after every major storm event and every six months. After the first year, an annual inspection frequency should be established and maintained using the information gathered during the first year. The system should be inspected at least twice per year. Maintenance is required if sediment accumulation exceeds 6 inches or if the system is backing up.

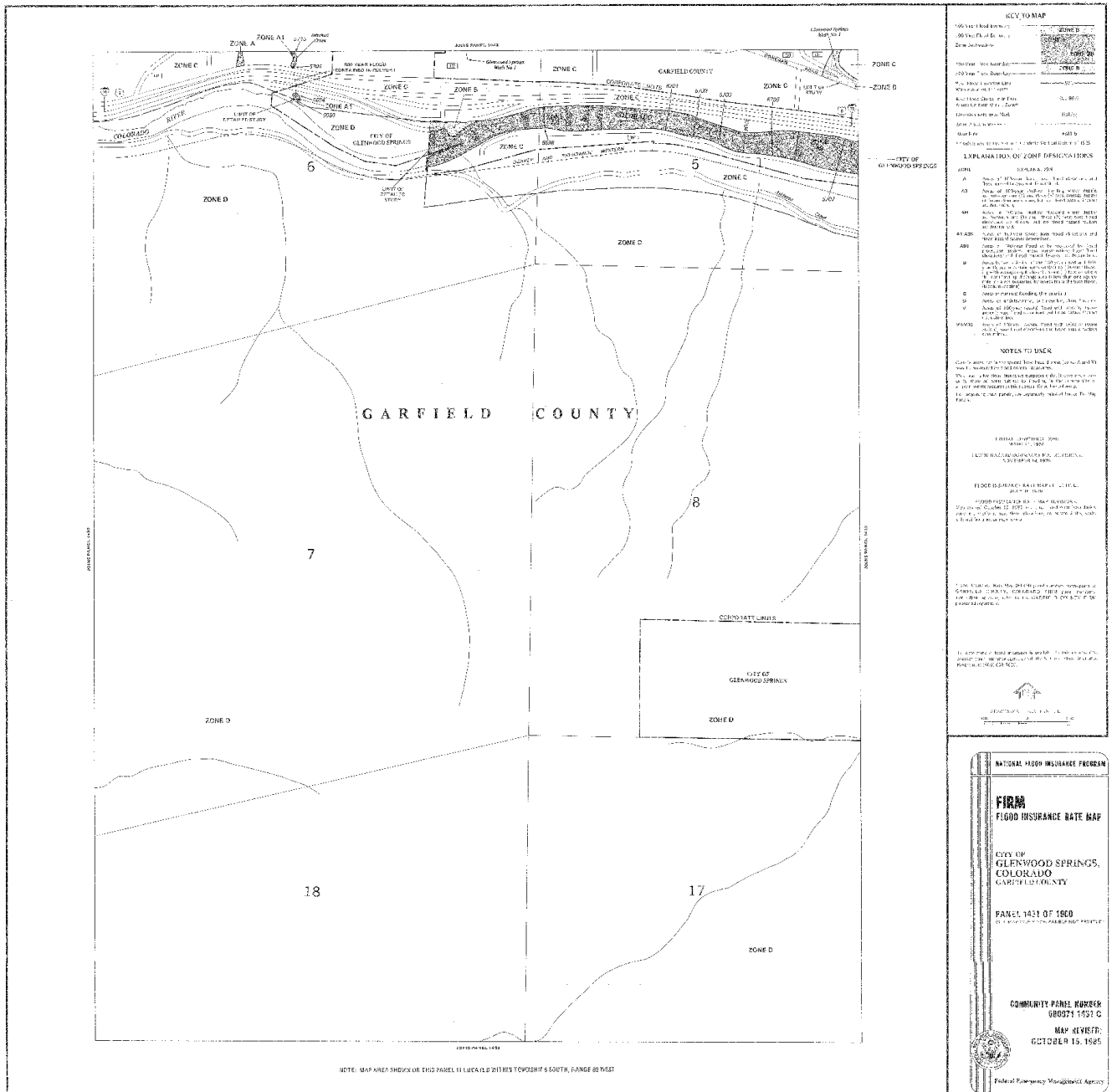
To clean the StormBrixx system, the tank should be filled with water and flushed, and the water effluent should be removed and disposed of by a suction truck with a vacuum pump. Any

sediment that is removed should be disposed of by an authorized contractor in accordance with local regulations and codes.

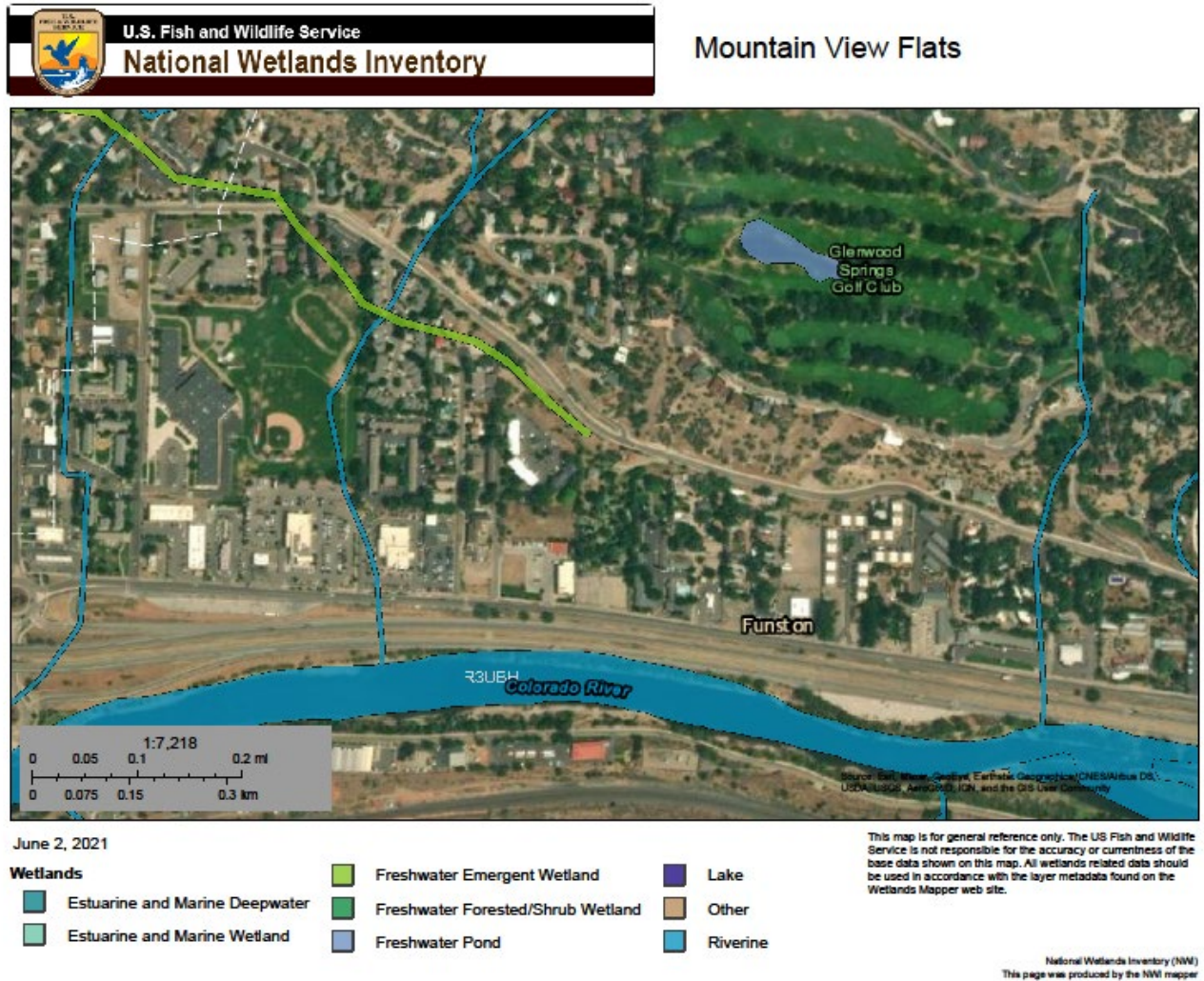
Any contractor with a vactor truck can perform maintenance as long as they follow the attached maintenance instructions and conform to the local, state, and federal regulations regarding inspection requirements. See Appendix J for the StormBrixx Maintenance Manual.

8.0 Appendices

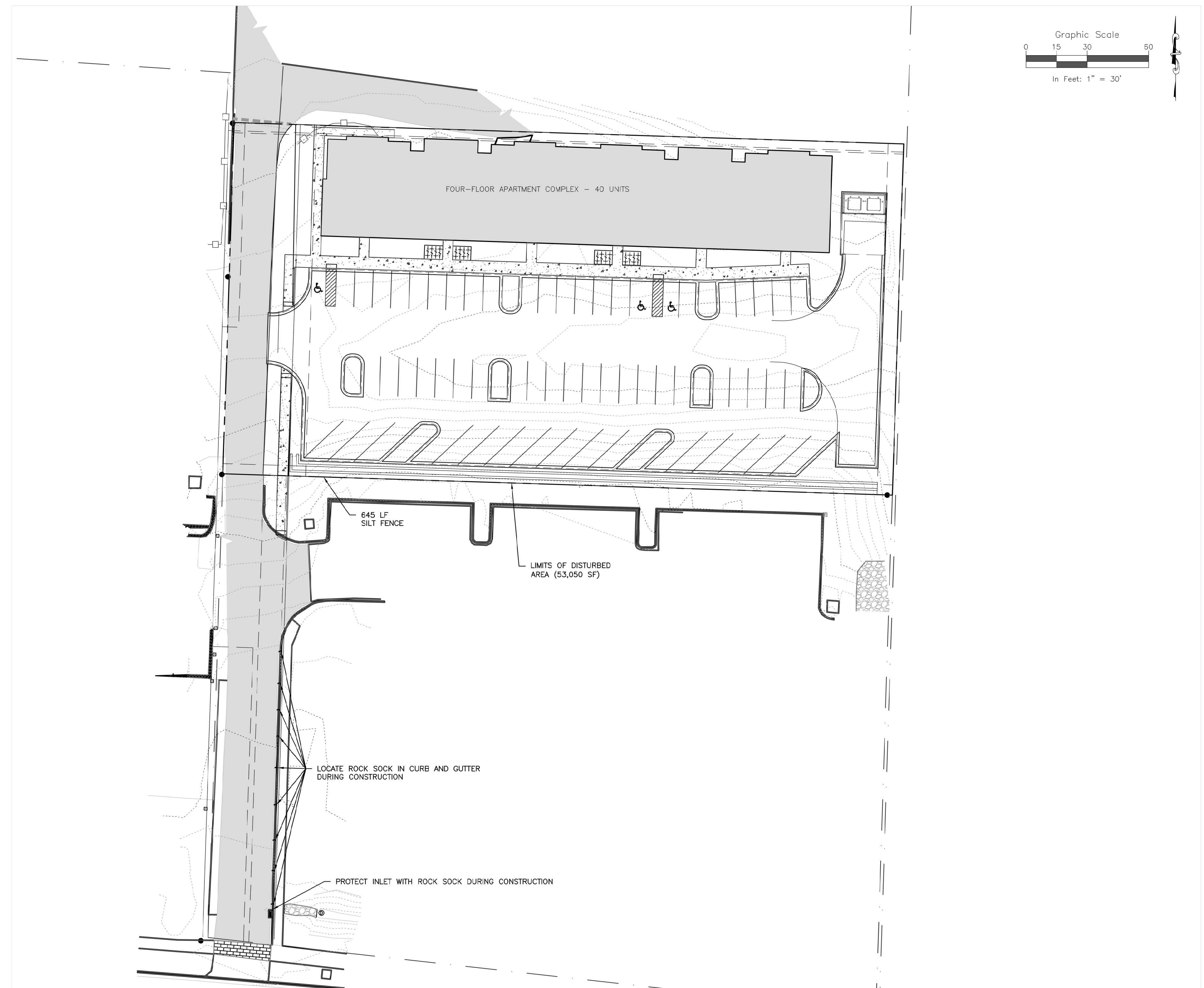
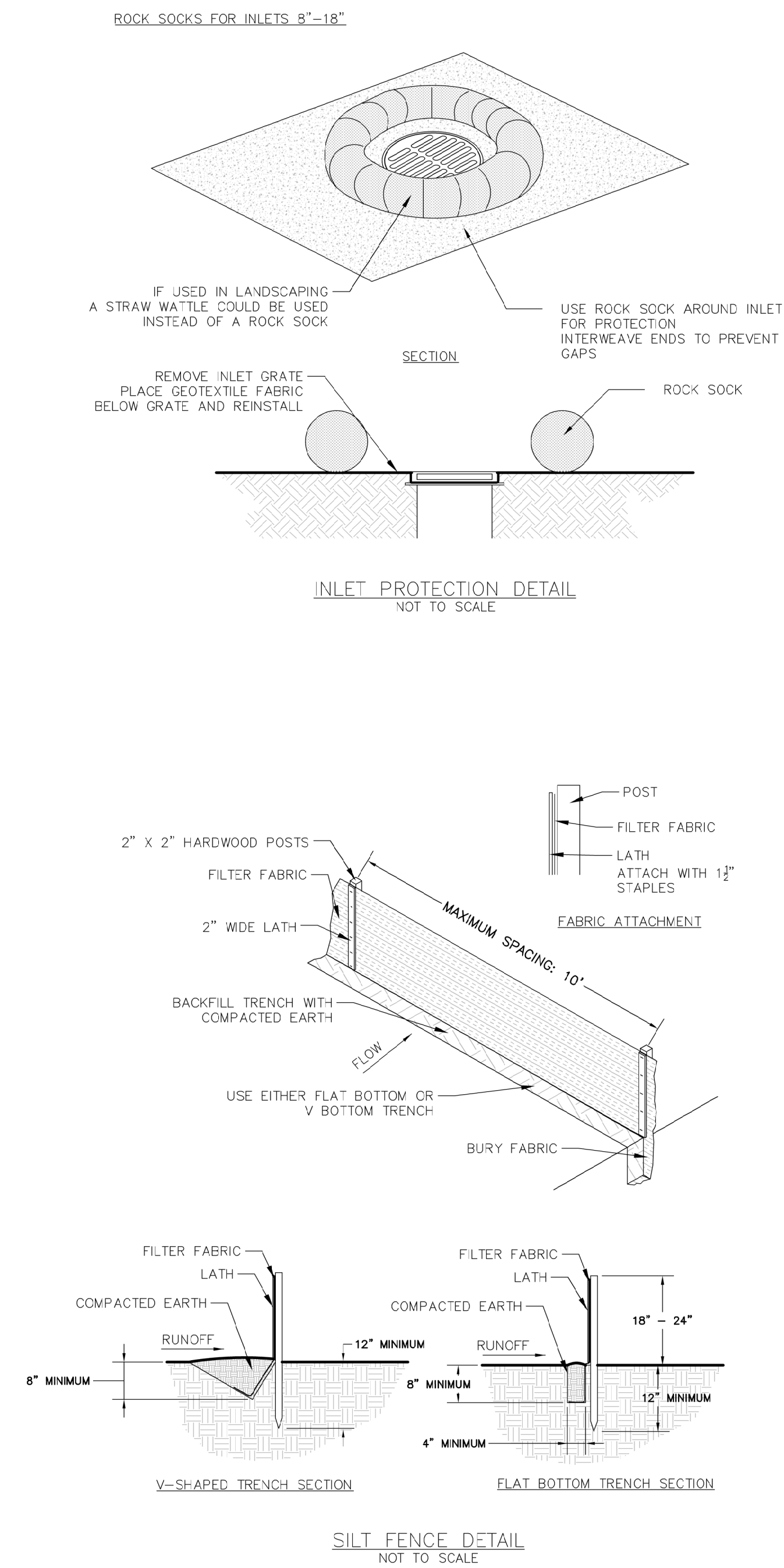
8.1 Appendix A: FIRM Panel 1431



8.2 Appendix B: National Wetlands Inventory



8.3 Appendix C: Erosion Control Plan



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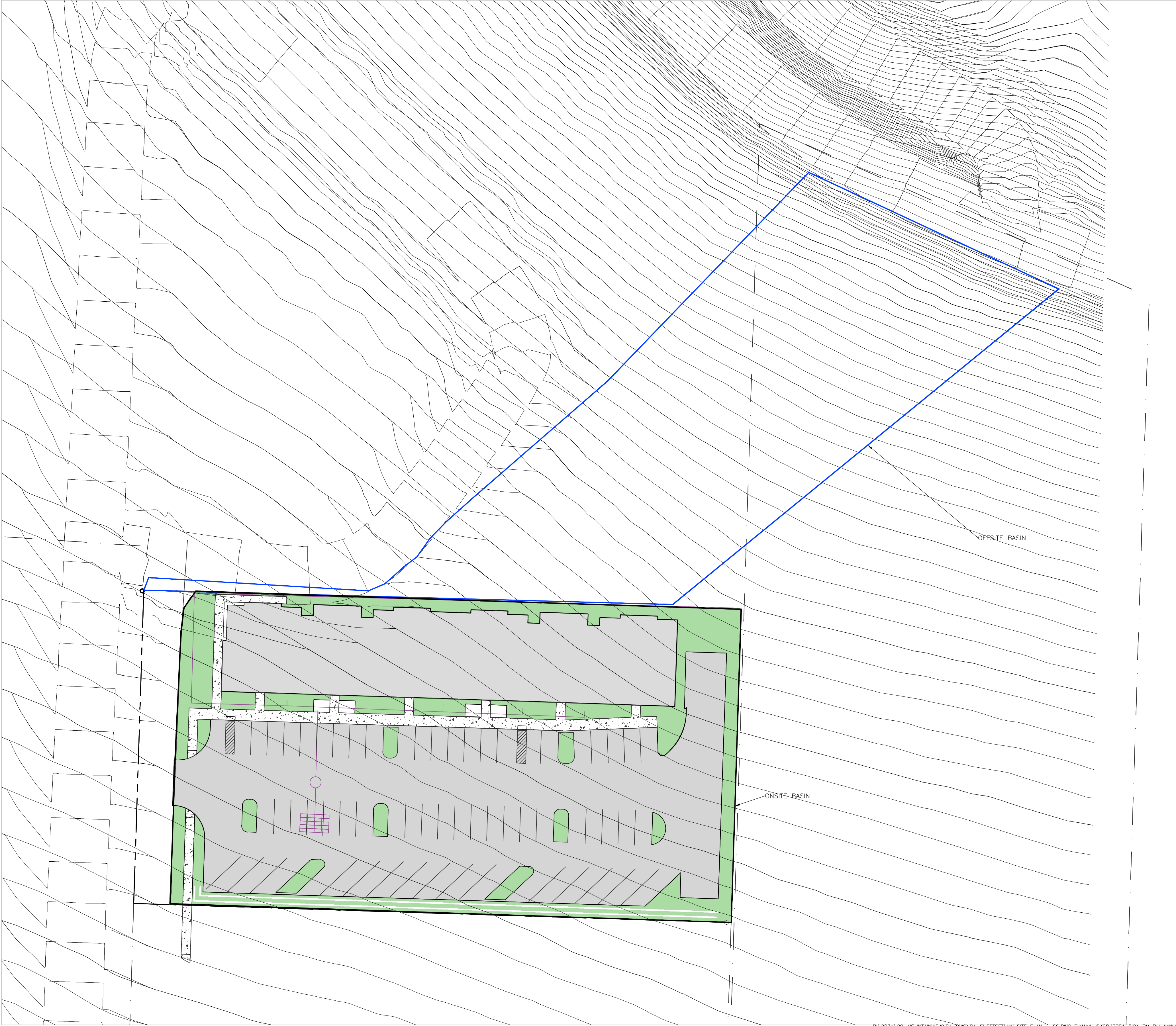
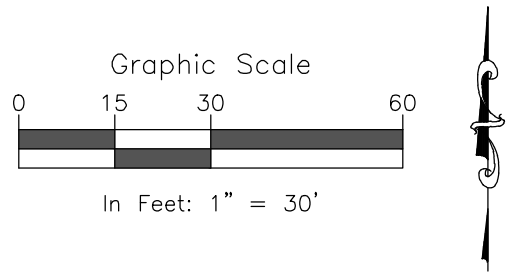
OF 6

8.4 Appendix D: Onsite and Offsite Basin Exhibit

Subcatchment Name	Area (ac)	NRCS Hydrologic Soil Group	Percent Imperviousness	Runoff Coefficient, C								Overland (Initial) Flow Time				Channelized (Travel) Flow Time						Time of Concentration			Rainfall Intensity, I (in/hr)								Peak Flow, Q (cfs)							
				2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr	Overland Flow Length L _i (ft)	U/S Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Overland Flow Slope S _i (ft/ft)	Overland Flow Time t _i (min)	Channelized Flow Length L _c (ft)	U/S Elevation (ft) (Optional)	D/S Elevation (ft) (Optional)	Channelized Flow Slope S _t (ft/ft)	NRCS Conveyance Factor K	Channelized Flow Velocity V _t (ft/sec)	Channelized Flow Time t _c (min)	Computed t _c (min)	Regional t _c (min)	Selected t _c (min)	2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr	2-yr	5-yr	10-yr	25-yr	50-yr	100-yr	500-yr	
Existing Site	1.29	B	0.0	0.00	0.00	0.06	0.25	0.33	0.43	0.54	252.00	5733.00	5728.00	0.020	25.15	91.00	5728.00	5723.00	0.055	7	1.64	0.92	26.07	26.72	26.07	0.87	1.20	1.46	1.80	2.06	2.30	2.79	0.00	0.00	0.11	0.58	0.87	1.27	1.94	
Proposed Site	1.29	B	73.6	0.58	0.61	0.65	0.71	0.74	0.77	0.81	252.00	5728.00	5723.00	0.020	11.11										14.64	1.18	1.62	1.97	2.43	2.78	3.10	3.77	0.00	0.00	0.15	0.78	1.18	1.71	2.61	
																										11.11	1.33	1.83	2.23	2.75	3.14	3.50	4.25	1.00	1.46	1.88	2.53	3.00	3.48	4.43
Offsite Basin	0.88	B	10.0	0.06	0.07	0.14	0.31	0.38	0.47	0.57	291.30	5770.00	5735.00	0.120	13.97																									
																											13.97	1.20	1.66	2.02	2.49	2.84	3.17	3.85	0.06	0.10	0.24	0.68	0.96	1.32

Stormbrixx HD Storage

Stormbrixx System (Name)	Basins (#)	Number of Cells (#)	Storage Volume Per Cell (ft3)	Factor of Safety	25-Year Required Storage Volume (ft3)	Required Capacity (ft3)	Total Capacity (ft3)
A	1, 0-1	192	14.731	1	2820	2819.61	2828.35



P:\2021\29-MOUNTAINVIEW\04-DWG\04-SHEETSET\MV SITE PLAN - SS.DWG Plotted: 6/28/2021 3:24 PM By: Anthony Afini



ROARING FORK ENGINEERING

592 HIGHWAY 133
CARBONDALE, CO 81623
PH: (970) 340-4130

CHECKED BY: RBG
DRAWN BY: JLG

DRAWN BY
JLG

DATE
06/29/2021

DESCRIPTION
PRELIMINARY SUBMITTAL - 30% DESIGN

1

JOB #: 2021-29
NOT FOR
CONSTRUCTION

MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

Drainage Analysis

DA
OF 6

[illegible]

Computed t_c (min)	15.32
Regional t_c (min)	14.64
Selected t_c (min)	14.64

8.6 Appendix F: NOAA Atlas 14 Precipitation Depths

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.125 (0.098-0.161)	0.178 (0.140-0.230)	0.261 (0.205-0.339)	0.328 (0.256-0.428)	0.417 (0.311-0.560)	0.483 (0.352-0.660)	0.546 (0.384-0.768)	0.608 (0.409-0.882)	0.685 (0.443-1.03)	0.741 (0.469-1.14)
10-min	0.183 (0.144-0.236)	0.260 (0.205-0.336)	0.383 (0.300-0.496)	0.481 (0.375-0.627)	0.611 (0.455-0.821)	0.707 (0.515-0.967)	0.799 (0.562-1.13)	0.890 (0.599-1.29)	1.00 (0.649-1.51)	1.09 (0.686-1.67)
15-min	0.223 (0.176-0.288)	0.317 (0.250-0.410)	0.467 (0.366-0.605)	0.586 (0.457-0.765)	0.745 (0.554-1.00)	0.862 (0.628-1.18)	0.975 (0.686-1.37)	1.09 (0.731-1.58)	1.22 (0.791-1.84)	1.32 (0.837-2.03)
30-min	0.295 (0.233-0.382)	0.414 (0.326-0.535)	0.599 (0.470-0.777)	0.746 (0.581-0.973)	0.937 (0.696-1.25)	1.08 (0.782-1.47)	1.21 (0.848-1.69)	1.33 (0.896-1.93)	1.49 (0.960-2.23)	1.59 (1.01-2.45)
60-min	0.391 (0.308-0.505)	0.513 (0.404-0.664)	0.707 (0.554-0.917)	0.860 (0.670-1.12)	1.06 (0.789-1.42)	1.21 (0.879-1.65)	1.35 (0.946-1.89)	1.48 (0.995-2.14)	1.64 (1.06-2.46)	1.76 (1.11-2.70)
2-hr	0.486 (0.387-0.620)	0.613 (0.488-0.783)	0.814 (0.646-1.04)	0.974 (0.768-1.25)	1.18 (0.892-1.56)	1.34 (0.986-1.80)	1.48 (1.06-2.05)	1.62 (1.11-2.32)	1.80 (1.18-2.66)	1.92 (1.23-2.91)
3-hr	0.569 (0.457-0.720)	0.686 (0.550-0.869)	0.872 (0.697-1.11)	1.02 (0.811-1.30)	1.22 (0.930-1.61)	1.37 (1.02-1.83)	1.51 (1.09-2.08)	1.65 (1.14-2.35)	1.83 (1.21-2.69)	1.96 (1.26-2.95)
6-hr	0.741 (0.602-0.925)	0.844 (0.684-1.05)	1.01 (0.820-1.27)	1.16 (0.930-1.46)	1.36 (1.06-1.78)	1.52 (1.15-2.02)	1.68 (1.23-2.30)	1.85 (1.29-2.60)	2.07 (1.39-3.02)	2.25 (1.46-3.33)
12-hr	0.922 (0.758-1.13)	1.05 (0.863-1.30)	1.27 (1.04-1.57)	1.46 (1.18-1.81)	1.72 (1.35-2.22)	1.93 (1.48-2.53)	2.15 (1.59-2.90)	2.38 (1.68-3.30)	2.69 (1.82-3.85)	2.93 (1.92-4.27)
24-hr	1.12 (0.933-1.36)	1.29 (1.07-1.56)	1.57 (1.30-1.91)	1.81 (1.49-2.22)	2.16 (1.72-2.75)	2.44 (1.89-3.15)	2.73 (2.04-3.63)	3.03 (2.16-4.15)	3.45 (2.36-4.87)	3.77 (2.51-5.42)
2-day	1.36 (1.14-1.62)	1.55 (1.30-1.85)	1.87 (1.57-2.25)	2.16 (1.80-2.60)	2.57 (2.07-3.24)	2.91 (2.28-3.71)	3.26 (2.47-4.28)	3.64 (2.63-4.92)	4.15 (2.87-5.79)	4.56 (3.06-6.45)
3-day	1.52 (1.29-1.80)	1.74 (1.47-2.06)	2.11 (1.78-2.51)	2.43 (2.04-2.91)	2.89 (2.35-3.60)	3.26 (2.58-4.12)	3.65 (2.77-4.74)	4.05 (2.94-5.42)	4.60 (3.20-6.35)	5.04 (3.40-7.06)
4-day	1.66 (1.41-1.95)	1.90 (1.61-2.24)	2.30 (1.95-2.72)	2.64 (2.23-3.14)	3.13 (2.55-3.86)	3.52 (2.79-4.41)	3.92 (2.99-5.05)	4.34 (3.16-5.76)	4.91 (3.43-6.72)	5.35 (3.63-7.45)
7-day	2.01 (1.73-2.34)	2.26 (1.95-2.64)	2.69 (2.31-3.15)	3.06 (2.61-3.59)	3.58 (2.94-4.36)	3.99 (3.19-4.93)	4.41 (3.40-5.60)	4.84 (3.56-6.34)	5.43 (3.83-7.33)	5.89 (4.03-8.09)
10-day	2.31 (2.00-2.67)	2.58 (2.23-2.98)	3.03 (2.61-3.51)	3.41 (2.92-3.98)	3.95 (3.27-4.76)	4.37 (3.53-5.36)	4.81 (3.73-6.06)	5.26 (3.89-6.83)	5.87 (4.16-7.86)	6.34 (4.37-8.64)
20-day	3.16 (2.78-3.60)	3.50 (3.07-3.98)	4.05 (3.54-4.63)	4.52 (3.92-5.18)	5.16 (4.32-6.12)	5.67 (4.62-6.83)	6.18 (4.85-7.65)	6.70 (5.01-8.55)	7.40 (5.30-9.73)	7.93 (5.52-10.6)
30-day	3.87 (3.43-4.37)	4.29 (3.79-4.85)	4.97 (4.37-5.63)	5.53 (4.84-6.29)	6.29 (5.29-7.37)	6.88 (5.64-8.19)	7.45 (5.88-9.13)	8.04 (6.05-10.1)	8.80 (6.35-11.5)	9.37 (6.57-12.4)
45-day	4.79 (4.27-5.35)	5.33 (4.75-5.96)	6.19 (5.49-6.95)	6.89 (6.07-7.77)	7.81 (6.61-9.05)	8.50 (7.02-10.0)	9.17 (7.28-11.1)	9.82 (7.43-12.2)	10.6 (7.72-13.7)	11.2 (7.93-14.8)
60-day	5.58 (5.00-6.20)	6.24 (5.59-6.94)	7.28 (6.49-8.12)	8.10 (7.18-9.07)	9.17 (7.78-10.5)	9.95 (8.24-11.6)	10.7 (8.51-12.8)	11.4 (8.65-14.1)	12.3 (8.91-15.6)	12.9 (9.11-16.8)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

8.7 Appendix G: Storage Volume Calculations

25 Year Storage Calculations- Basin 1

Rainfall Duration (minutes)	Intensity (inches/Hour) 5-1	EQ 2	Volume In ft ³ EQ 5- 3	Volume Out ft ³ EQ 5- 3	Volume Difference ft ³ EQ 5-4			
(T _d)	$I=88.8P_1/(10+T_d)^{1.052}$	$V_i=(1/720)*C*I*T_d*A$	$V_o=30(1+T_c/T_d)*Q_a*T_d$	$V_d=V_i-V_o$		C	0.711	
5	5.45	1516.81	462.11	1054.70		A	56345.00	ft ²
7	4.78	1861.55	509.16	1352.39		T _c	14.64	Minutes
9	4.25	2129.14	556.21	1572.93		Q _a	0.784	ft ³
11	3.83	2342.22	603.26	1738.96		P ₁ (25)	1.06	
13	3.48	2515.45	650.31	1865.14				
15	3.18	2658.69	697.36	1961.33				
17	2.94	2778.84	744.41	2034.43				
19	2.72	2880.85	791.46	2089.39				
21	2.54	2968.36	838.51	2129.85				
23	2.38	3044.11	885.56	2158.56				
25	2.24	3110.21	932.61	2177.61				
27	2.11	3168.29	979.66	2188.64				
29	1.99	3219.64	1026.71	2192.94				
31	1.89	3265.30	1073.76	2191.54				
33	1.80	3306.09	1120.81	2185.28				
35	1.72	3342.71	1167.86	2174.85				
37	1.64	3375.71	1214.91	2160.80				
39	1.57	3405.56	1261.96	2143.60				
41	1.50	3432.65	1309.01	2123.65				
43	1.44	3457.32	1356.06	2101.27				
45	1.39	3479.85	1403.11	2076.75				
47	1.34	3500.48	1450.16	2050.32				
49	1.29	3519.41	1497.21	2022.20				
51	1.25	3536.82	1544.26	1992.57				
53	1.20	3552.87	1591.31	1961.57				
55	1.17	3567.69	1638.35	1929.34				
57	1.13	3581.41	1685.40	1896.01				
59	1.09	3594.12	1732.45	1861.67				
Maximum Difference					2192.94			

25 Year Storage Calculations- Basin O-1

Rainfall Duration (minutes)	Intensity (inches/Hour)	EQ	Volume In ft ³	EQ 5-2	Volume Out ft ³	EQ 5-3	Volume Difference ft ³	EQ 5-4
(T _d)	I=88.8P ₁ /(10+T _d) ^{1.052}		V _i =(1/720)*C*I*T _d *A		V _o =30(1+T _c /T _d)*Q _a *T _d		V _d =V _i -V _o	
5	5.45		685.37		388.43		296.95	
7	4.78		841.14		429.37		411.77	
9	4.25		962.05		470.31		491.74	
11	3.83		1058.33		511.26		547.07	
13	3.48		1136.61		552.20		584.40	
15	3.18		1201.33		593.15		608.18	
17	2.94		1255.62		634.09		621.53	
19	2.72		1301.71		675.04		626.68	
21	2.54		1341.25		715.98		625.27	
23	2.38		1375.48		756.92		618.56	
25	2.24		1405.35		797.87		607.48	
27	2.11		1431.59		838.81		592.78	
29	1.99		1454.80		879.76		575.04	
31	1.89		1475.43		920.70		554.72	
33	1.80		1493.86		961.65		532.21	
35	1.72		1510.40		1002.59		507.81	
37	1.64		1525.31		1043.53		481.78	
39	1.57		1538.80		1084.48		454.32	
41	1.50		1551.04		1125.42		425.62	
43	1.44		1562.19		1166.37		395.83	
45	1.39		1572.37		1207.31		365.06	
47	1.34		1581.69		1248.26		333.44	
49	1.29		1590.25		1289.20		301.04	
51	1.25		1598.11		1330.14		267.97	
53	1.20		1605.37		1371.09		234.28	
55	1.17		1612.06		1412.03		200.03	
57	1.13		1618.26		1452.98		165.28	
59	1.09		1624.00		1493.92		130.08	
Maximum Difference							626.68	

C	0.473	
A	38319.17	ft ²
T _c	13.97	Minutes
Q _a	0.682	ft ³
P ₁ (25)	1.06	

Stormbrixx HD Storage

Stormbrixx System	Basins	Number of Cells	Storage Volume Per Cell	Factor of Safety	25-Year Required Storage Volume	Required Capacity	Total Capacity
(Name)	(#)	(#)	(ft3)		(ft3)	(ft3)	(ft3)
A	1, O-1	192	14.731	1	2820	2819.61	2828.35

8.8 Appendix H: CDS Inspection and Maintenance Guide

CDS® Inspection and Maintenance Guide



Maintenance

The CDS system should be inspected at regular intervals and maintained when necessary to ensure optimum performance. The rate at which the system collects pollutants will depend more heavily on site activities than the size of the unit. For example, unstable soils or heavy winter sanding will cause the grit chamber to fill more quickly but regular sweeping of paved surfaces will slow accumulation.

Inspection

Inspection is the key to effective maintenance and is easily performed. Pollutant transport and deposition may vary from year to year and regular inspections will help ensure that the system is cleaned out at the appropriate time. At a minimum, inspections should be performed twice per year (e.g., spring and fall) however more frequent inspections may be necessary in climates where winter sanding operations may lead to rapid accumulations, or in equipment washdown areas. Installations should also be inspected more frequently where excessive amounts of trash are expected.

The visual inspection should ascertain that the system components are in working order and that there are no blockages or obstructions in the inlet and separation screen. The inspection should also quantify the accumulation of hydrocarbons, trash, and sediment in the system. Measuring pollutant accumulation can be done with a calibrated dipstick, tape measure or other measuring instrument. If absorbent material is used for enhanced removal of hydrocarbons, the level of discoloration of the sorbent material should also be identified during inspection. It is useful and often required as part of an operating permit to keep a record of each inspection. A simple form for doing so is provided.

Access to the CDS unit is typically achieved through two manhole access covers. One opening allows for inspection and cleanout of the separation chamber (cylinder and screen) and isolated sump. The other allows for inspection and cleanout of sediment captured and retained outside the screen. For deep units, a single manhole access point would allow both sump cleanout and access outside the screen.

The CDS system should be cleaned when the level of sediment has reached 75% of capacity in the isolated sump or when an appreciable level of hydrocarbons and trash has accumulated. If absorbent material is used, it should be replaced when significant discoloration has occurred. Performance will not be impacted until 100% of the sump capacity is exceeded however it is recommended that the system be cleaned prior to that for easier removal of sediment. The level of sediment is easily determined by measuring from finished grade down to the top of the sediment pile. To avoid underestimating the level of sediment in the chamber, the measuring device must be lowered to the top of the sediment pile carefully. Particles at the top of the pile typically offer less resistance to the end of the rod than consolidated particles toward the bottom of the pile. Once this measurement is recorded, it should be compared to the as-built drawing for the unit to determine whether the height of the sediment pile off the bottom of the sump floor exceeds 75% of the total height of isolated sump.

Cleaning

Cleaning of a CDS system should be done during dry weather conditions when no flow is entering the system. The use of a vacuum truck is generally the most effective and convenient method of removing pollutants from the system. Simply remove the manhole covers and insert the vacuum hose into the sump. The system should be completely drained down and the sump fully evacuated of sediment. The area outside the screen should also be cleaned out if pollutant build-up exists in this area.

In installations where the risk of petroleum spills is small, liquid contaminants may not accumulate as quickly as sediment. However, the system should be cleaned out immediately in the event of an oil or gasoline spill should be cleaned out immediately. Motor oil and other hydrocarbons that accumulate on a more routine basis should be removed when an appreciable layer has been captured. To remove these pollutants, it may be preferable to use absorbent pads since they are usually less expensive to dispose than the oil/water emulsion that may be created by vacuuming the oily lyes. Trash and debris can be netted out to separate it from the other pollutants. The screen should be power washed to ensure it is free of trash and debris.

Manhole covers should be securely sealed following cleaning activities to prevent leakage of runoff into the system from above and also to ensure that proper safety precautions have been followed. Confined space entry procedures need to be followed if physical access is required. Disposal of all material removed from the CDS system should be done in accordance with local regulations. In many jurisdictions, disposal of the sediments may be handled in the same manner as the disposal of sediments removed from catch basins or deep sump manholes.



CDS Model	Diameter		Distance from Water Surface to Top of Sediment Pile		Sediment Storage Capacity	
	ft	m	ft	m	y ³	m ³
CD51515	3	0.9	3.0	0.9	0.5	0.4
CD52015	4	1.2	3.0	0.9	0.8	0.7
CD52015	5	1.5	3.0	0.9	1.3	1.0
CD52020	5	1.5	3.5	1.1	1.3	1.0
CD52025	5	1.5	4.0	1.2	1.3	1.0
CD53020	6	1.8	4.0	1.2	2.1	1.6
CD53025	6	1.8	4.0	1.2	2.1	1.6
CD53030	6	1.8	4.6	1.4	2.1	1.6
CD53035	6	1.8	5.0	1.5	2.1	1.6
CD54030	8	2.4	4.6	1.4	5.6	4.3
CD54040	8	2.4	5.7	1.7	5.6	4.3
CD54045	8	2.4	6.2	1.9	5.6	4.3
CD55640	10	3.0	6.3	1.9	8.7	6.7
CD55653	10	3.0	7.7	2.3	8.7	6.7
CD55668	10	3.0	9.3	2.8	8.7	6.7
CD55678	10	3.0	10.3	3.1	8.7	6.7

Table 1: CDS Maintenance Indicators and Sediment Storage Capacities



Support

- Drawings and specifications are available at www.contechmachines.com.
- Site-specific design support is available from our engineers.

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The patent(s) described may be protected by one or more of the following US patents: 8,322,829; 8,348,876; 8,702,822; 8,708,416; 8,708,888; 8,708,100; 8,707,099; 8,708,074; 8,708,218; 8,668,728; 8,671,288; 8,670,499; 8,661,114; 8,660,099; 7,116,089; 7,096,089; 7,097,096; 7,097,097; and related foreign patents or other patents pending.

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CDS Inspection & Maintenance Log

CDS Model _____ **Location:** _____

[illegible]

1. The water depth to sediment is determined by taking two measurements with a steel rod: one measurement from the manhole opening to the top of the sediment pile and the other from the manhole opening to the water surface. If the difference between these measurements is less than the values listed in table 1 the system should be cleaned out. *Note: to avoid underestimating the volume of sediment in the chamber, the measuring device must be carefully lowered to the top of the sediment pile.*
2. For optimum performance, the system should be cleaned out when the floating hydrocarbon layer accumulates to an appreciable thickness. In the event of an oil spill, the system should be cleaned immediately.

CCS Mehrerwerbende GmbH - ZfB 0707

8.9 Appendix I: StormBrixx Prevention, Inspection, Maintenance, and Cleaning



ACO StormBrixx®

Geocellular Stormwater Storage Product Maintenance

Prevention
Inspection
Maintenance
Cleaning



ACO StormBrixx® SD and HD

ACO StormBrixx® is a unique and patented geocellular stormwater management system for detention and infiltration usage.

Its versatile design allows the system to be used in configurations and applications across all construction environments as a standalone solution or as part of an integrated LID (Low Impact Development) or BMP (Best Management Practices). Systems may or may not include pre-treatment to remove sediment and/or contaminants prior to entering the storage area. Those without pre-treatment require greater attention to system functionality and may require additional maintenance.

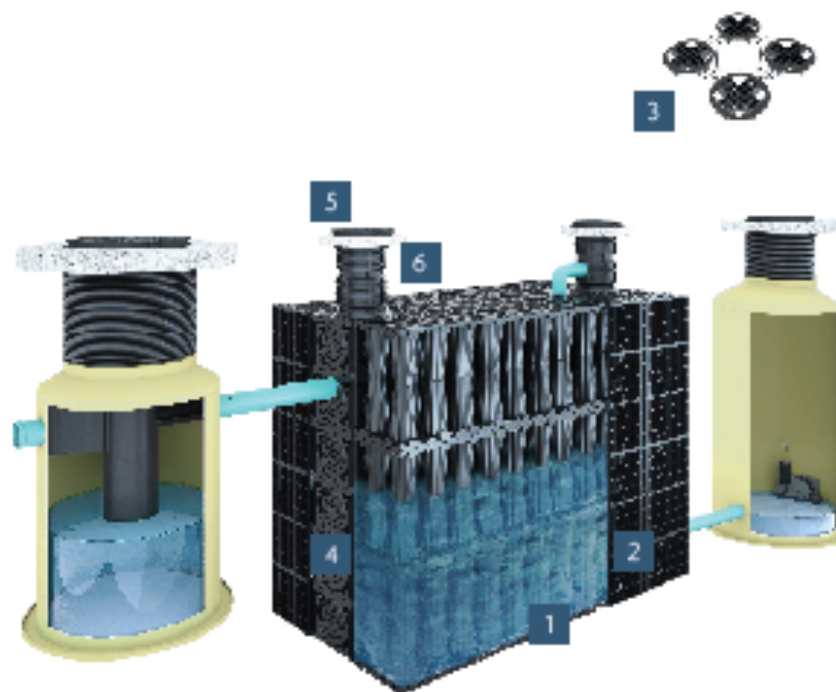
In order to sustain proper system functionality, ACO offers the following general maintenance guidelines for the StormBrixx® product.



Contents

ACO StormBrixx®	1
System Components	2
1. Prevention Measures	3
1.1 Prior to & During Construction	3
1.2 Post Construction	3
2. Inspections	4
2.1 Visual Inspection	4
2.2 Annual Inspection	4
2.3 Items To Inspect	4
2.4 Identify and Report	4
3. Maintenance Procedure	5
3.1 Surface Access	5
3.2 Safety	5
3.3 System Inspection	5
3.4 Standing Water	5
3.5 High Pressure	5
3.6 Water Level	6
3.7 Vacuum Hose	6
3.8 Repeat	6
3.9 Final Inspection	6
3.10 Remove Equipment	6
4. Cleaning Procedures	7
4.1 Frequency	7
4.2 Evaluation	7
4.3 Maintenance	7
7. askACO	8

System Components



1. StormBrixx Tank Bodies*
2. Side Panel*
3. Top Cover*
4. Remote Access Unit*
5. Remote Access Cover - Ductile Iron
6. Extension Shaft*

* Image shown represents a StormBrixx® SD system. The Remote Access Unit may be swapped out with the Remote Access Plate. ACO offers vented and non-vented Remote Access Covers.

STORMBRIX® MAINTENANCE MANUAL

1

Prevention Measures**1.1 PRIOR TO & DURING CONSTRUCTION****Siltation Prevention of the Stormwater System**

Conform to all local, state, and federal regulations for sediment and erosion control during construction.

Install site erosion and sediment BMP's (Best Management Practices) required to prevent siltation of the stormwater system.

Inspect and maintain erosion and sediment BMP's during construction.

1.2 POST CONSTRUCTION**Prior to Commissioning the ACO StormBrix® System**

Remove and properly dispose of construction erosion and sediment BMP's per all local, state, and federal regulations.

Care should be taken during removal of the BMP devices to prevent collected sediment or debris falling into the stormwater system.

Flush the ACO StormBrix® system to remove any sediment or construction debris immediately after the BMP's removal. Follow the maintenance procedure outlined.

The prevention measures we recommend will increase the efficiency of the installed tank and the life of the entire system.

StormBrix® is built to be used in areas in which protecting the environment is important. The prevention measures allow for the system as well as the locale it is installed to be sustainable.

StormBrix® provides top of the line stormwater management solutions for detention, retention, reuse, and infiltration systems. The long term environmental focuses of StormBrix® through LID, SuDS, MS4, and BMP will benefit the installer, the land owner, and the nearby environment.



Prevention measure

2

Inspections

Follow all local, state, and federal regulations regarding stormwater BMP inspection requirements. The results of the visual inspection, notes and repairs can be recorded in an operating logbook as a recommended best practice. These records will allow decisions to be made about the necessary frequency of future inspection and maintenance measures.

ACO makes the following recommendations:

2.1 VISUAL INSPECTION**Year One**

During the first service year a visual inspection should be completed during and after each major rainfall event, in addition to every 6 month period to monitor and establish what sediment and debris buildup occurs.

Each ACO StormBrix® system is unique to the application and multiple criteria can affect maintenance frequency as such:

- System Design: pre-treatment/no-treatment, inlet protection, stand-alone device.
- Surface area collecting from: hardscape, gravel, soil, or any other surface.
- Adjacent Area: soil runoff, gravel, trash.

2.2 ANNUAL INSPECTION**Year Two**

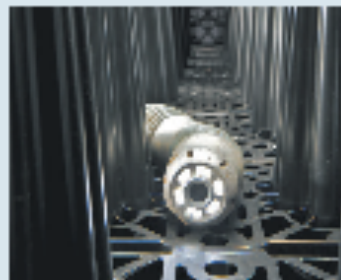
Establish an annual inspection frequency based on the information collected during the first year. At a minimum an inspection should be performed at 6 month intervals.

2.3 ITEMS TO INSPECT**Components**

- ACO StormBrix® Remote Access Units/ Plates and inspection ports.
- Inlet and Outlet points.
- Discharge area.

2.4 IDENTIFY AND REPORT**Maintenance required if:**

- Sediment and debris accumulation 6" or more.
- System backing up.
- Make operating logbook notes if needed.



Inspection camera

3

Maintenance Procedure**3.1 SURFACE ACCESS****Regulations**

Conform to all local, state, and federal regulations.

Access Cover

Locate access cover(s) at the surface connected to the tank.

3.2 SAFETY**Access Cover**

Once located, safely open lid and remove.

3.3 SYSTEM INSPECTION**System Debris**

Perform an inspection of the tank to locate any debris. This can be done visually, with or without an inspection camera.

3.4 STANDING WATER**Remove Water**

If the tank has standing water in it, you will need to vacuum the water first before visually inspecting the tank.

3.5 HIGH PRESSURE**System Clearing**

Use the high pressure jet nozzle/wand to loosen and suspend any solid debris that has built up.

Access to high pressure water and vacuum will be needed to clear the tank of any built up debris.

A minimum water pressure of 2,500 PSI is recommended. The maximum pressure depends on the geotextile fabric chosen. Please check with fabric manufacturer for max PSI.

To ensure correct insertion angle of the high pressure jet nozzle, we recommend using a pipe elbow.

Alternatively, a nearby fire hydrant can be used to suspend debris within the StormBrixx® system before vacuuming up the water.



Vacuum removal of debris



Wand used to loosen debris

3

Maintenance Procedure**3.6 WATER LEVEL****Optimal Water Depth**

Once the water level has reached 12" or more, shut off and remove high pressure jet nozzle/wand.

3.7 VACUUM HOSE**Remote Access Unit/Plate**

Insert vacuum hose via the remote access unit/plate and begin removing all debris that is now suspended in water. Do this until all water has been removed.

3.8 REPEAT**Water and Debris**

Not all water and debris may be removed in the first round, you may need to add and remove more water.

3.9 FINAL INSPECTION**Cleared Tank**

Once all debris has been removed, inspect tank again to make sure everything has been cleared.

3.10 REMOVE EQUIPMENT**Replace Cover**

Once the tank is clear of debris and water, remove all equipment and place the cover back on the tank. Secure cover accordingly.



Final inspection



Camera view of clean tank

For further information on ACO products, please visit the ACO USA website. This allows access to technical data, videos, images, specifications, and installation instructions.

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All reasonable care has been taken in compiling the information in this document. All recommendations and suggestions on the use of ACO products are made without guarantee since the conditions of use are beyond the control of the company. It is the customer's responsibility to ensure that each product is fit for its intended purpose and that the actual conditions of use are suitable. ACO, Inc. reserves the right to change products and specifications without notice.

Print #SB701

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8.10 Appendix J: Geotechnical Report

See Exhibit B of this Application



MOUNTAINVIEW FLATS

APARTMENTS AND CLUBHOUSE

GLENWOOD SPRINGS, COLORADO

REALAMERICA DEVELOPMENT, LLC.

BUILDING TABULATIONS ON SHEET A-1

STACKS	STORIES	UNIT TYPE	UNIT GSF	UNITS GSF		STAIR GSF	135	UNITS QUANTITY		UNITS GSF	
				SUBTOTAL GSF/ STACK	STACK TOTAL			1BR	2BR	1BR	2BR
1	2	2BR	926	1852	2778	540		2			
	1 Comm Rm	926	926								
2	3	2BR	926	2778	3704			3	4		
	1 Comm Rm	926	926								
3	3	1BR	835	2505	3340	540		3	4		
4	4	1BR	835	3340							
5	3	2BR	926	2778	3704	540		3	4		
6	4	2BR	926	3704							
7	4	2BR	926	3704	2778	540		4	3		
8	3	2BR	926	2778							
9	4	1BR	835	3340	2505	540		4	3		
10	3	1BR	835	3340							
11	4	2BR	926	3704	2778	540		4	3		
12	3	2BR	926	2778							
SUBTOTALS					37,618	3240		14	26		
TOTALS						40,858			40	11,690	24,076
TOTAL UNITS GSF = EXTERIOR FACE OF STUDS AND INCLUDES EXTERIOR STORAGE + PORCHES/BALCONIES GSF VALUE.											

Sheet List- City Submittal	
Sheet Number	Sheet Name
A0-1	COVER
A0-4	PERSPECTIVES
A1-1	ARCHITECTURAL SITE PLAN
A2-1	BUILDING PLANS - 1ST & 2ND FLOOR
A2-2	BUILDING PLANS - 3RD & 4TH FLOOR
A2-3	BUILDING PLAN - ROOF
A3-1	UNIT PLAN - 1BR1BA
A3-2	UNIT PLAN - 2BR1BA
A3-3	UNIT PLAN - 1BR1BA ADA
A3-4	UNIT PLAN - 2BR1BA ADA
A3-5	ENLARGED PLAN - COMMUNITY SPACE
A4-1	BUILDING ELEVATIONS

MOUNTAINVIEW
FLATS
APARTMENTS AND
CLUBHOUSE
GLENWOOD SPRINGS, COLORADO

PROJECT NUMBER:
20-09

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SHEET TITLE

COVER

SHEET NUMBER

A0-1



5c Perspective View of Rear Elevation



1 Perspective View of the Front

**MOUNTAINVIEW
FLATS**
APARTMENTS AND
CLUBHOUSE
GLENWOOD SPRINGS, COLORADO

PROJECT NUMBER:
20-09

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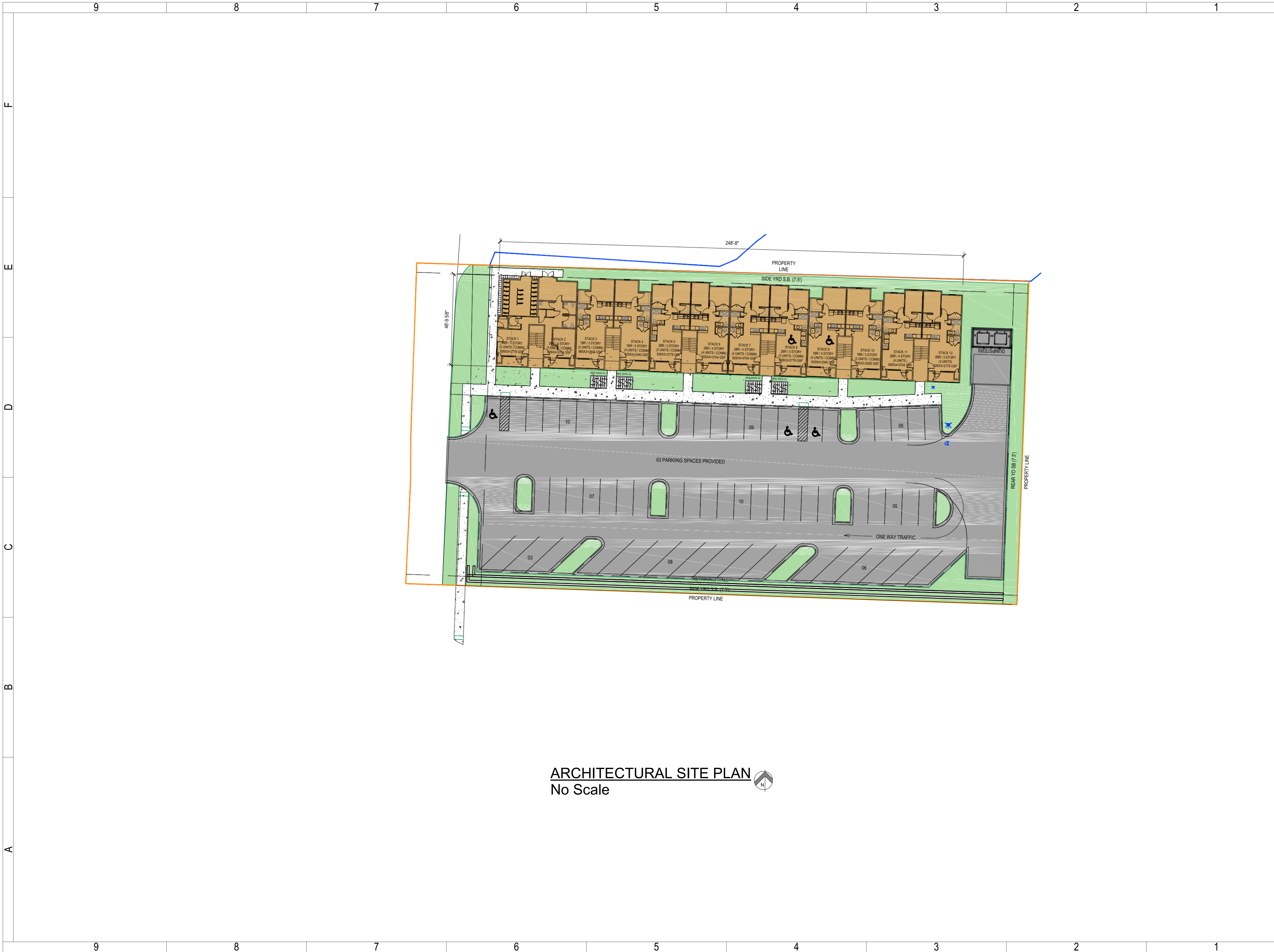
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SHEET TITLE

PERSPECTIVES

SHEET NUMBER

A0-4



ARCHITECTURAL SITE PLAN
No Scale

MOUNTAINVIEW
FLATS
APARTMENTS AND
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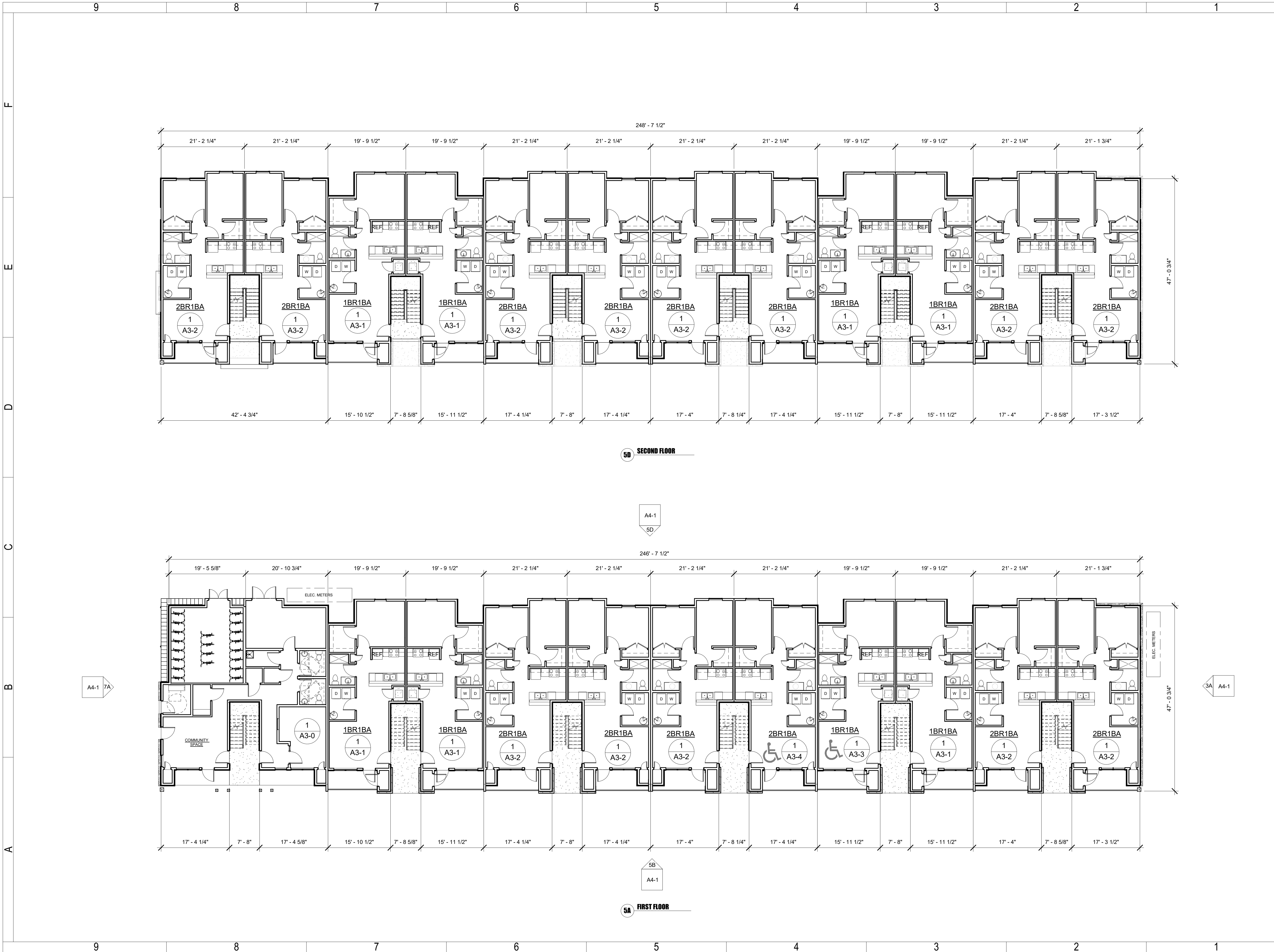
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SHEET TITLE
**ARCHITECTURAL
SITE PLAN**
SHEET NUMBER

A1-1



**MOUNTAINVIEW
FLATS**
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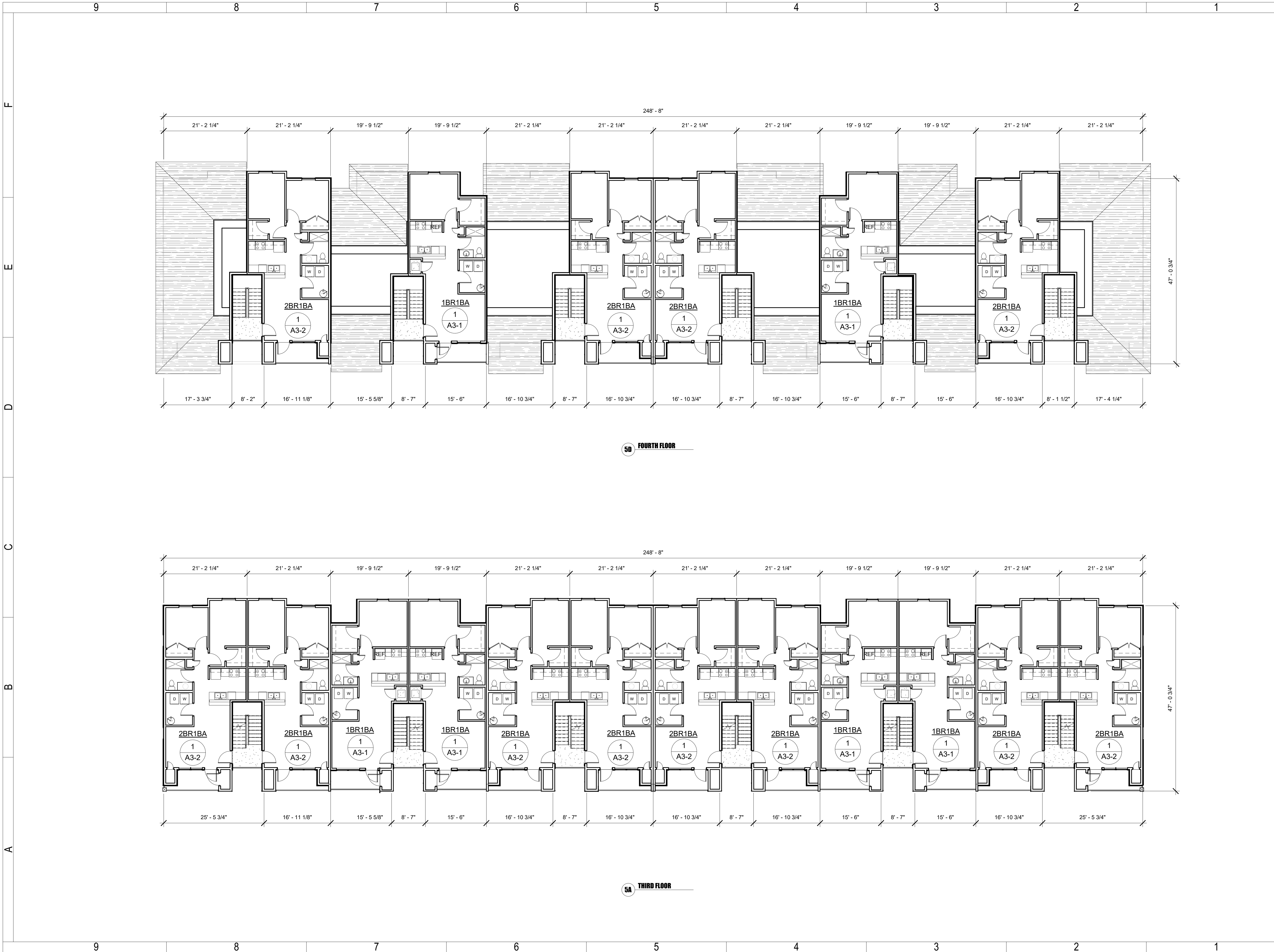
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-	07/06/2021	CITY SUBMITTAL-REVISED		X

SHEET TITLE

**BUILDING PLANS -
1ST & 2ND FLOOR**

SHEET NUMBER

A2-1



**MOUNTAINVIEW
FLATS**
APARTMENTS AND
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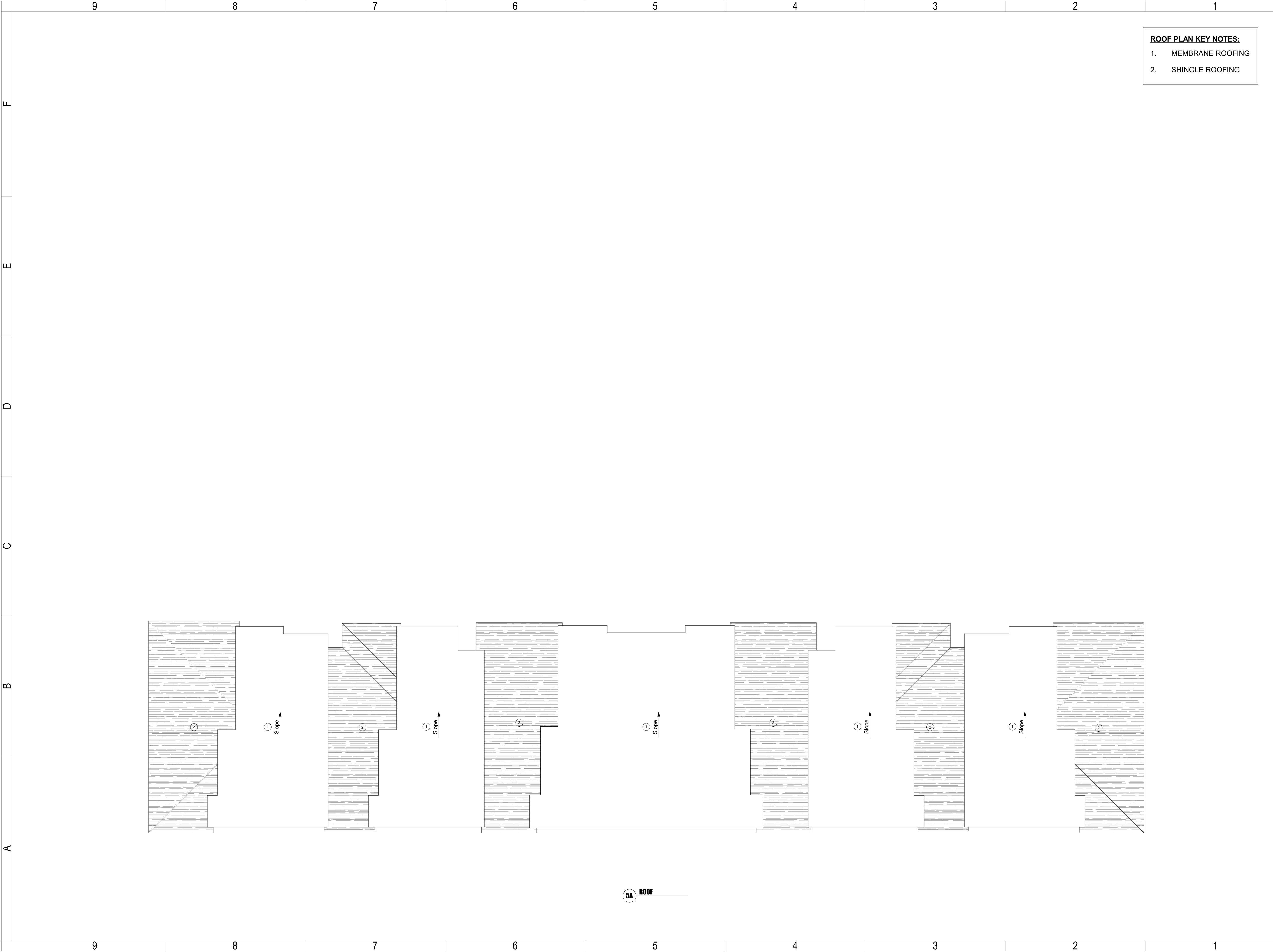
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SHEET TITLE

**BUILDING PLANS -
3RD & 4TH FLOOR**

SHEET NUMBER

A2-2



- ROOF PLAN KEY NOTES:**
1. MEMBRANE ROOFING
 2. SHINGLE ROOFING

**MOUNTAINVIEW
FLATS**
APARTMENTS AND
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GLENWOOD SPRINGS, COLORADO

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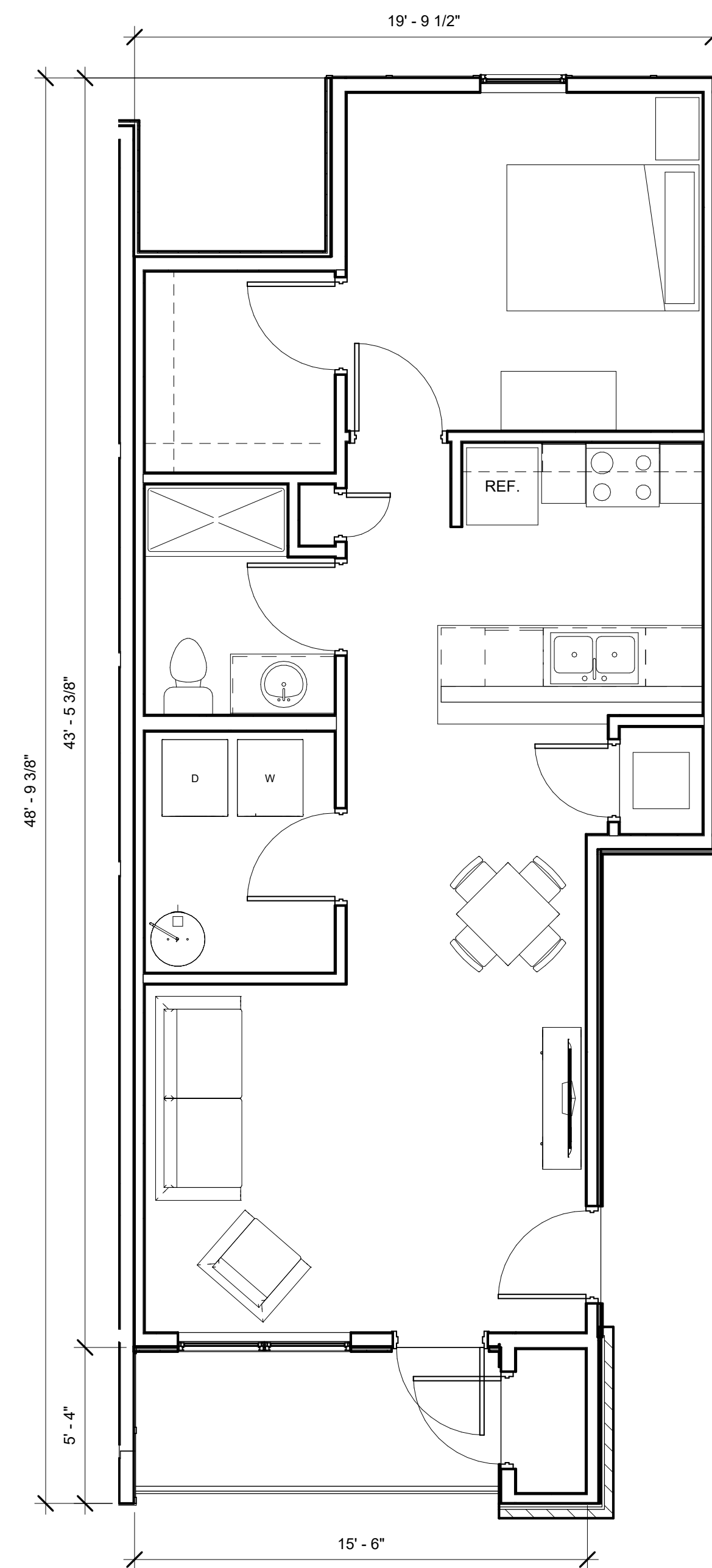
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SHEET TITLE

**BUILDING PLAN -
ROOF**

SHEET NUMBER

A2-3

**3B** **UNIT PLAN - 1BR1BA**

MOUNTAINVIEW
FLATS

APARTMENTS AND CLUBHOUSE

GLENWOOD SPRINGS, COLORADO

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UNIT PLAN - 1BR1BA

SHEET NUMBER

A3-1



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5A UNIT PLAN - 1BR1BA ADA

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FLATS**
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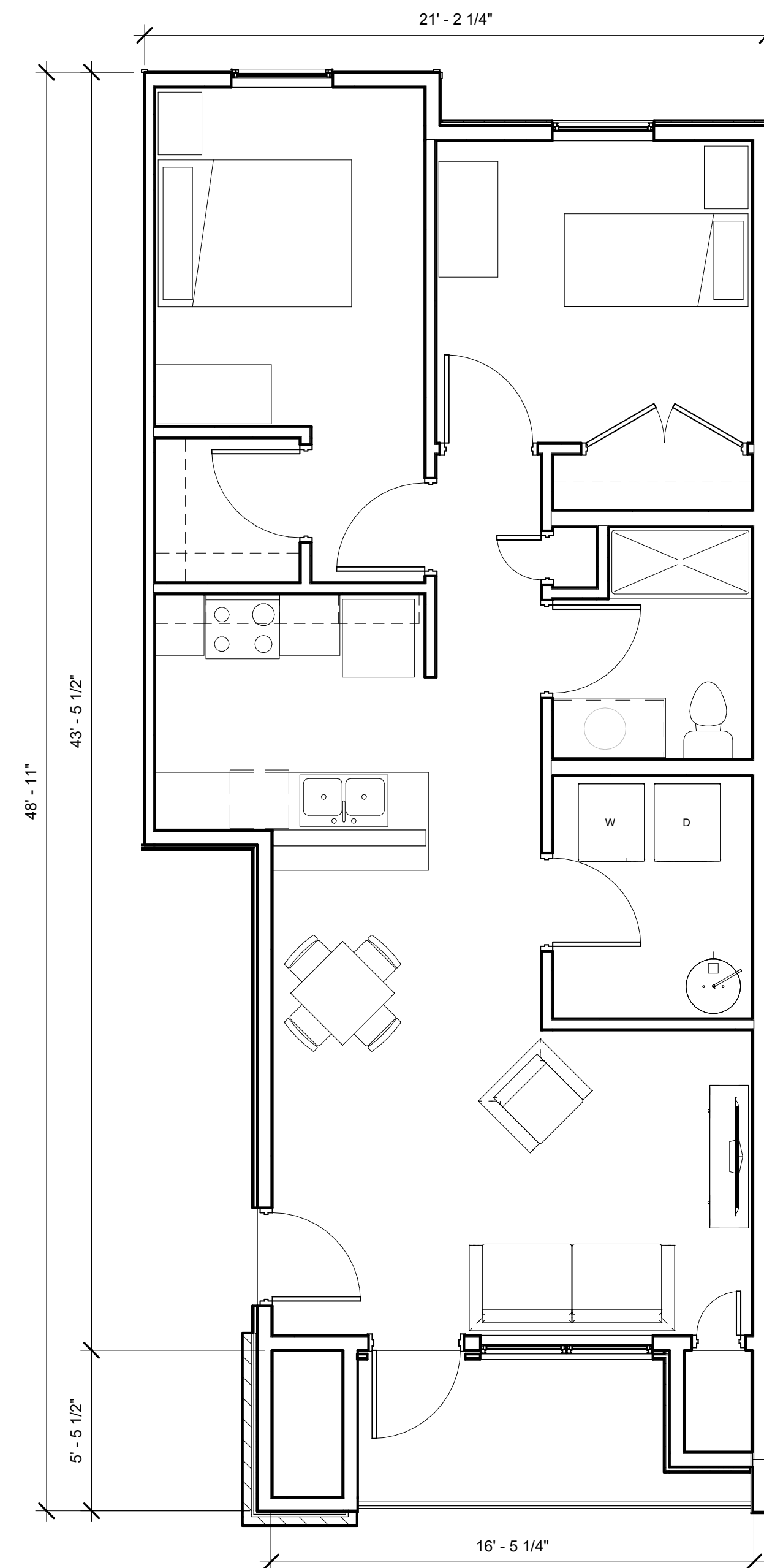
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**UNIT PLAN - 1BR1BA
ADA**

SHEET NUMBER

A3-3



5A UNIT PLAN - 2BR1BA ADA

MOUNTAINVIEW
FLATS

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UNIT PLAN - 2BR1BA
ADA

SHEET NUMBER

A3-4



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SHEET TITLE

ENLARGED PLAN -
COMMUNITY SPACE

SHEET NUMBER

A3-5



**MOUNTAINVIEW
FLATS**
APARTMENTS AND
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SHEET TITLE

**BUILDING
ELEVATIONS**

SHEET NUMBER

A4-1

MOUNTAINVIEW
FLATS

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SHEET TITLE

EXTERIOR MATERIALS

SHEET NUMBER

A4-2

Exhibit G
Landscape Plan
And
Open Space Study

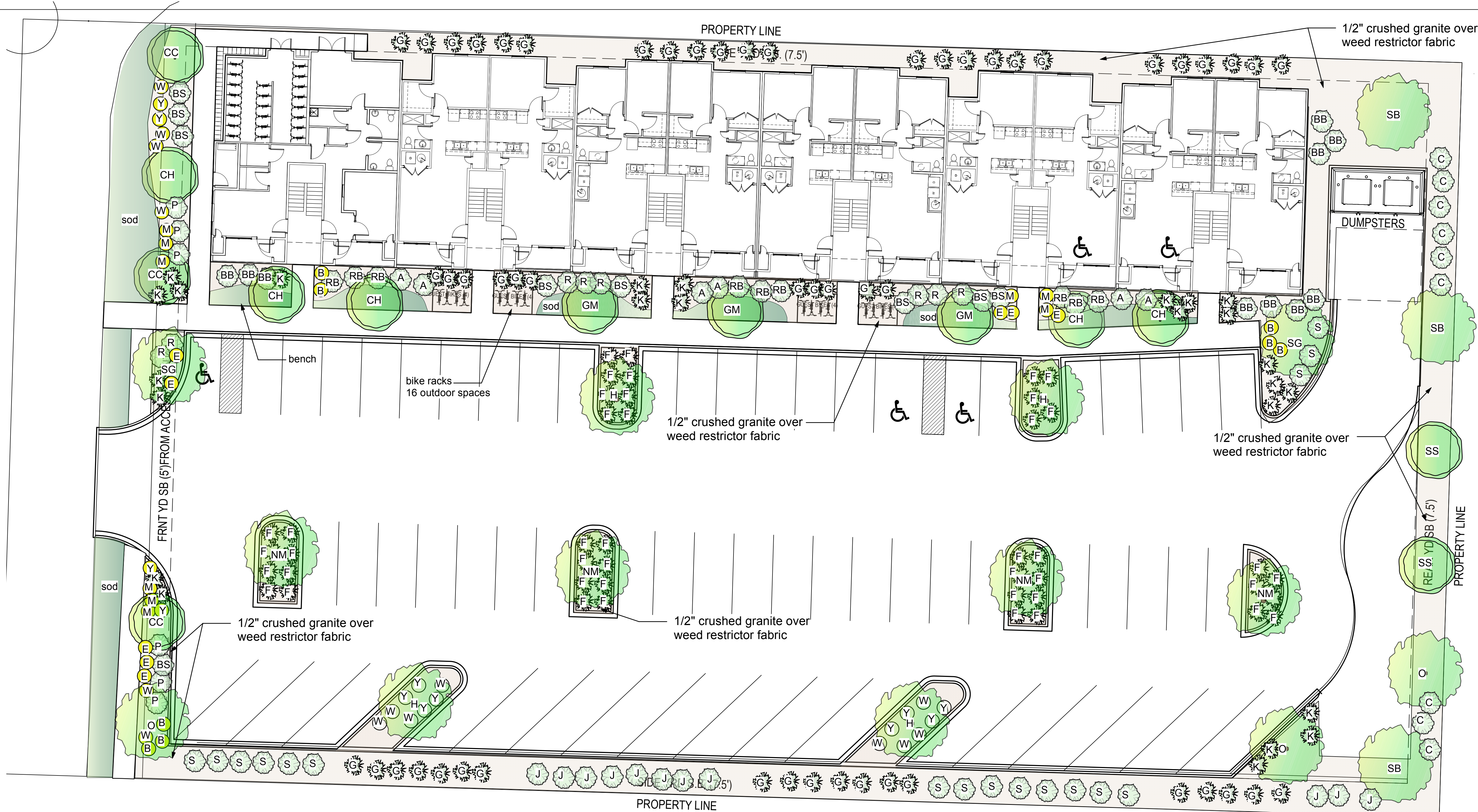
June 29, 2021

MountainView Flats Landscape Plan Glenwood Springs, Colorado

Block 1, Lot 2
Halle Tract Minor Subdivision

Landscape
Plan

L1



Common Open Space Area (20% of total site area)

Total site area = 56,345 sq. ft.
56,345 sq. ft x 20% = 11,269 sq. ft required Common Open Space
Actual Common Open Space = 13,011 sq. ft. (23%)

Minimum Landscaped Site Area (15% of total site area)

Total site area = 56,345 sq. ft.
56,345 sq. ft x 15% = 8,452 sq. ft required landscaped site area
Actual Landscaped Site Area = 10,196. (not including parking landscape)

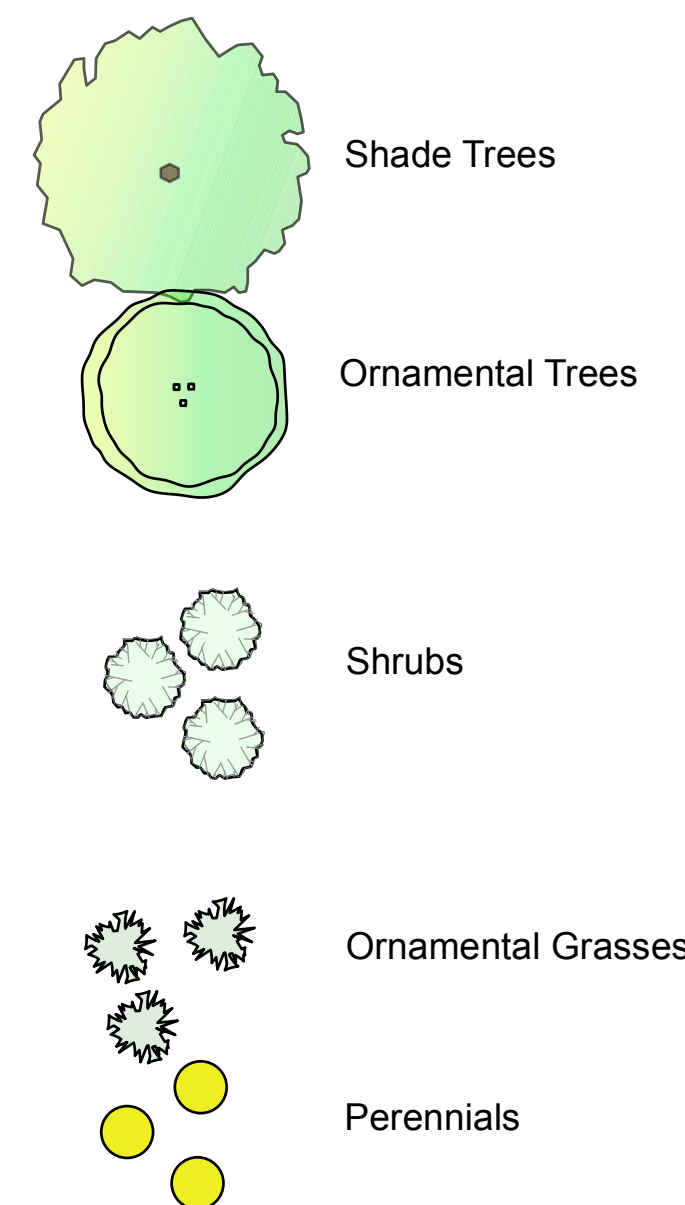
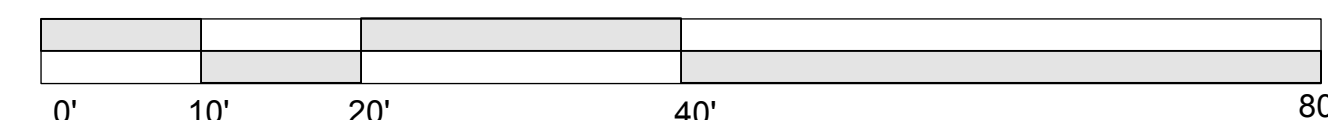
Parking Landscaped Area

Parking surface area = 21,452 sq. ft.
21,452 sq. ft x 20% = 4,290 sq. ft required landscaped parking area
Actual Parking Landscaped Area = 4,353 sq. ft.

Interior parking requirements = 640 sq. ft. of landscaping
Actual Interior parking landscape = 1280 sq. ft.

Landscape Requirements

Perennials: 1 per 50 s.f. of required landscape = 169
Shrubs: 1 per 100 s.f. of required landscape area = 85
Trees: 1 per 400 s.f. of required landscape area = 21
Parking Lot trees: 1 per 8 spaces = 8



Deciduous Trees		Size	Qty
SB	Sensation Boxelder Mapel	2.5" cal	3
H	Imperial Honeylocust	2.5" cal	4
O	Bur Oak	2.5" cal	3
SS	Crabapple 'Spring Snow'	2" cal	2
SG	Sienna Glenn Maple	2.5" cal.	2
CH	Russian Hawthorn	2" cal	5
GM	Ginnala Flame Maple	2" cal	3
CC	Canada Red Chokecherry single stem	2.5" cal	3
NM	Norway Maple 'Emerld Queen'	2.5" cal	4
Total Trees			29
Shrubs.			
All shrubs #5 container			
BB	Compact Burning Bush		10
C	Cheyenne Privet		9
J	Purple Leaf Plum		11
BS	Blue Mist Spirea		9
RB	Crimson Pygmy Barberry		9
S	Gro-Low Sumac		17
P	Potentilla Gold Drop		6
R	Nearly Wild Rose		8
A	Anthony Waterer Spirea		6
Total Shrubs			85
Perennials & Grasses			
#1 container			
K	Karl Foerster Grass		23
F	Heavy Metal Switch Grass		54
G	Blue Fescue Grass		41
B	Black-Eyed Susan		8
E	Firecracker Penstemon		8
M	May Night Salvia		9
Y	Moonshine 'Yarrow		12
W	Walker's Low Catmint		14
Total Perennials			169

Notes

Warranty plants and trees for one year after final acceptance. Replace dead or dying materials not in vigorous, thriving condition as soon as weather permits.

Determine locations of underground utilities and perform work in a manner which will avoid possible damage.

Plants shall be specimen quality, typical of their species or variety.

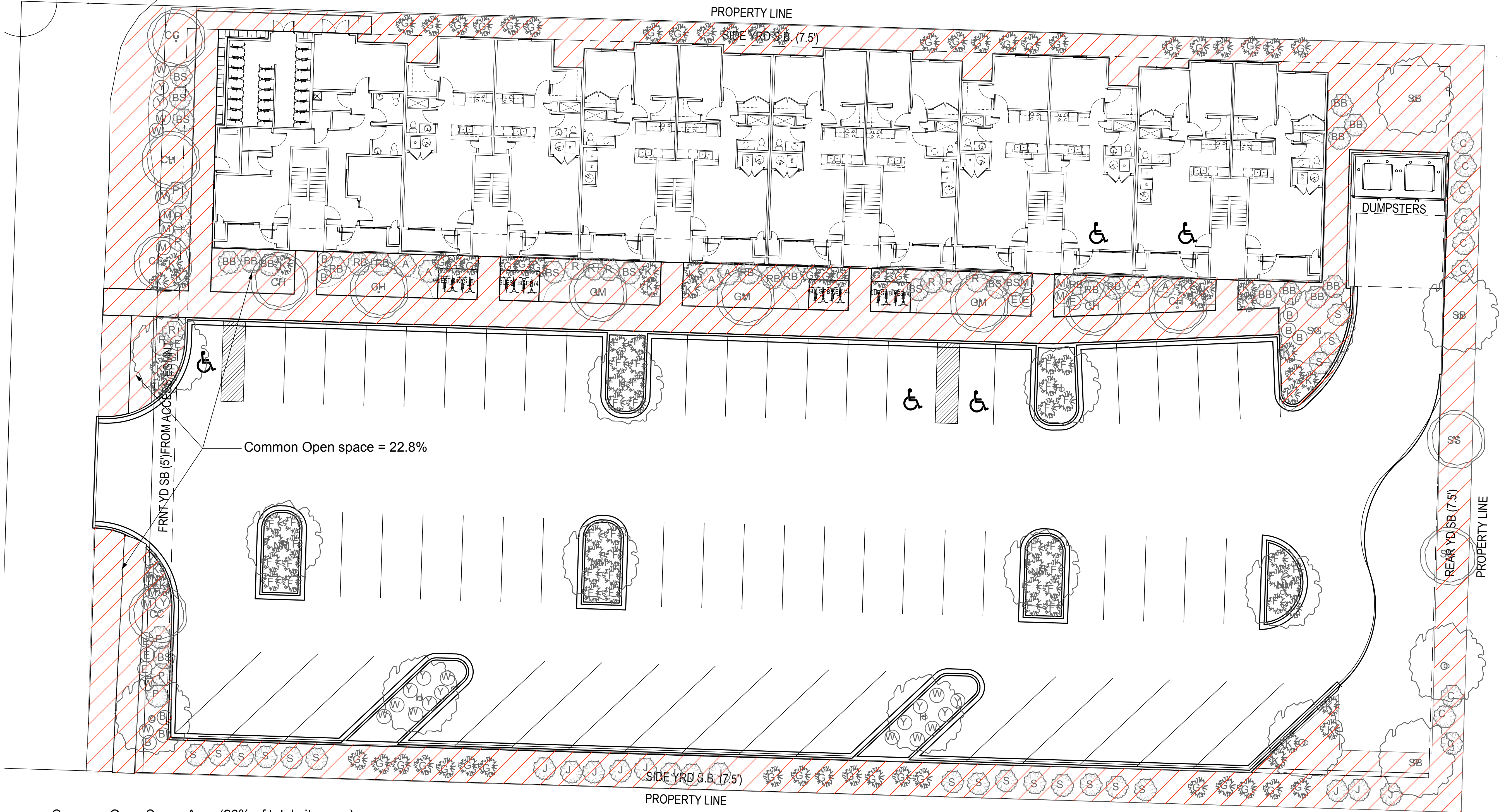
Plant trees and shrubs in pits 12' larger than tree ball, backfill with a mix of 2 parts topsoil and 1 part Nutri-Mulch.

Install "Weed Restrictor Fabric" between crushed rock and ground.

All plant materials in crushed rock will be irrigated with an underground drip zone system.

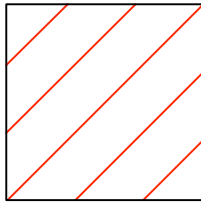
All sod areas will be irrigated with an underground system utilizing rotating sprinkler nozzels.

Weather based irrigation controls shall include functioning soil moisture sensors and a rain sensor as components of the system.



Common Open Space Area (20% of total site area)

Total site area = 56,345 sq. ft.
 56,345 sq. ft x 20% = 11,269 sq. ft required Common Open Space
 Actual Common Open Space = 12,871 sq. ft. (22.8%)



Minimum Landscaped Site Area (15% of total site area)

Total site area = 56,345 sq. ft.
 56,345 sq. ft x 15% = 8452 sq. ft required landscaped site area
 Actual Landscaped Site Area = 10,564. (not including parking landscape)

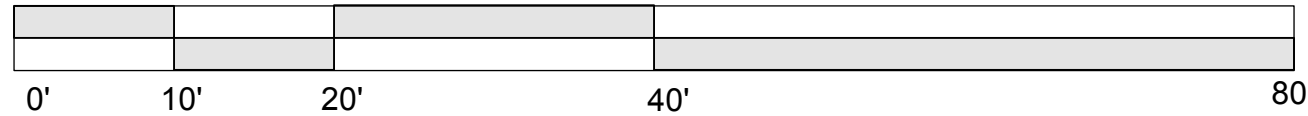
Parking Landscaped Area

Parking surface area = 21,452 sq. ft
 21,452 sq. ft x 20% = 4,290 sq. ft required landscaped parking area
 Actual Parking Landscaped Area = 4,353 sq. ft.

Interior parking requirements = 640 sq. ft. of landscaping
 Actual Interior parking landscape = 1280 sq. ft.

Landscape Requirements

Perennials: 1 per 50 s.f. of required landscape = 169
 Shrubs: 1 per 100 s.f. of required landscape area = 85
 Trees: 1 per 400 s.f. of required landscape area = 21
 Parking Lot trees: 1 per 8 spaces = 8



MountainView Flats
Open Space Diagram
Glenwood Springs, Colorado

Planning Item: Mountain View Apartments, Planning 20-21
Applicant: Real American Development, LLC
Owner: Hale Properties, LLC
Location: North of 51537 Hwy 6, Glenwood Springs
Date of Comments: 07/29/2021

The following are W/WW Department comments based on the application/plans package dated 06-29-2021.

W/WW Department Comments

- All sanitary sewer, sewer laterals, water mains and water services shall have a tracer wire installed.
- The water, sewer and electric details need to follow city standard details at the City of Glenwood Springs Engineering Department website, Engineering Standards.
- Provide riser room details for the fire/domestic water services and how the proposed buildings are intended to be metered.
- There are what the City believes to be two existing water services providing domestic water to the property to the east running along the northern property line within the 4' West Glenwood Spring Water District easement. The City of Glenwood Springs has taken over the district and these are still viable services for the easterly lot until it develops. At time of development a new service will be brought off of US-6.
- Proposed fire services can be a combined fire/domestic. Service must be designed to NFPA 24 standards.
- How will the building be metered? Will there be a meter for each unit or a master meter for the building?
- Domestic water service will require a backflow. The backflow cannot be located below grade and must have proper drainage.
- Existing sanitary sewer is West Glenwood Sanitation District.
- The existing 6" thin wall steel pipe within the roadway will need to be replaced from the intersection of US6, hydrant location, north to the hydrant location on the lot line with this property and Valley View West Condominiums.

W/WW Department Contact Information:

- Mike Hoffman – 384-6343 (W/WW Information)
- Utility Billing – 384-6400 (Account setup; Water Meter Purchase)
- Community Development Department – 384-6411 (Improvements Fees)

The following are Electric Department comments based on the application package dated 06-29-2021

Electric Department Comments

- Owner will be responsible for cost associated with all infrastructure for the new development, including a new transformer feeding the property. The electric line as drawn will not work for the power required for this building. City Electric would recommend a conduit being placed from the vault in the northwest corner of discount tire to a new transformer location on the property.
- Owners GC/excavation company will be responsible for all trenching, including any line extension trenches to new transformer locations, electric primary and secondary conduit installation, electric pull vaults and transformer vaults.
- Electric Department costing proposal for conduit, vault, wire, etc. 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.
- Contractor can install a 2" electrical conduit adjacent to the main electrical run to be swept up at pedestal locations for Broadband installation if the owner wishes to have CBN broadband data service brought to the building. Owner/contractor to coordinate with Community Broadband Network. (Chris Schau 970-379-1306)
- Electric design, details and clearances need to follow City Engineering Standards details located at the City of Glenwood Springs Engineering Department website, Engineering Standards.
- See Line Extension Form to be filled out.
- See Load Calculation Form to be filled out.
- Existing overhead line on easterly property could be a secondary option for power supply.

Electric Department Contact Information:

- Doug Hazzard – 384-6353 (Electric Information)
- Utility Billing – 384-6400 (Account setup; Water Meter Purchase)
- Community Broadband Network: 970-384-4800 (customer service rep)

The following are Public Works Department comments based on the application package dated 06-29-2021

PW Department Comments

- The roadway accessing this property is a private road that will need to be brought up to engineering and CDOT access standards. Please coordinate with City Engineering and CDOT ROW departments.
- The building foundation dig may expose the water services within the 4' easement on the north side of the property. Contractor will be responsible for maintaining these services at all times.

- It has been recommended in the past that once this property was brought in for development that the owner coordinate with the three adjoining parcels to update easements and coordinate maintenance on the roadway. This is a private access and is not City maintained.
- The adjacent property is in discussions for purchase and development. The property has excess ditch water rights that could possibly be utilized on this property for irrigation purposes.

Public Works Contact Information:

- o Matthew Langhorst – 384-6438 (PW Director)

From: [Hannah Klausman](#)
To: [Hannah Klausman](#)
Subject: FW: Friday 7/30 Comment Deadline for MountainView Flats Apartment Complex
Date: Wednesday, August 11, 2021 11:25:43 AM
Attachments: [image001.png](#)

From: Greg Bak <greg.bak@cogs.us>
Sent: Thursday, July 29, 2021 10:03 AM
To: Hannah Klausman
Subject: RE: Friday 7/30 Comment Deadline for MountainView Flats Apartment Complex

My initial concern for this project is the turning radius/grade aspects within the parking lot for Fire Department Apparatus accessibility. I did voice this concern in an earlier planning meeting, but I have not heard any response. The site plan drawing included in the Site-Arch Plan Review is not of sufficient detail to indicate Fire Department Apparatus. If the design allows for this ability, I have no other comments at this time.

Greg Bak
Fire Marshal
Glenwood Springs Fire Department
Office (970) 384-6433
Mobile (970) 379-9814

From: Hannah Klausman <hannah.klausman@cogs.us>
Sent: Thursday, July 29, 2021 9:20 AM
To:

-

Planning Item: 20-21, MountainView Flats Major Site/Architectural Plan

Applicant: Real America, LLC
Owner: Halle Properties LLC
Location: Vacant Lot Directly North of 51537 Hwy 6
Zone: Mixed Use Corridor (M1)
Parcel: 2185-053-41-002

Project Description: MountainView Flats is a planned 40-unit market-rate apartment building. The three and four-story building will total approximately 40,858 sq. ft. and have a mix of 14 one-bedroom apartments and 26 two-bedroom apartments. Eight of the apartments will be deed restricted for Resident Occupied Community Housing and four of these apartments will be deed restricted to households with incomes no higher than 80-100% AMI.

Applications materials are located at the following link:  [20-21 MountainView Major Site-Arch Plan Review](#)

Hannah Klausman, AICP
Assistant Director, Economic and Community Development
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601
970.384.6407 (o) 970.319-6269 (c)

From: [Hannah Klausman](#)
To: [Hannah Klausman](#)
Subject: FW: Friday 7/30 Comment Deadline for MountainView Flats Apartment Complex
Date: Wednesday, August 11, 2021 11:28:27 AM
Attachments: [image001.png](#)
[City of GS Line Extension Policy.pdf](#)
[Load information.pdf](#)
[Capture.pdf](#)

From: Doug Hazzard <doug.hazzard@cogs.us>
Sent: Thursday, July 29, 2021 11:19 AM
To: Hannah Klausman **Subject:** RE: Friday 7/30 Comment Deadline for MountainView Flats Apartment Complex

Hannah,

The usual LE Policy, Load Information and a capture of the proposed electric work. Easements will need to be provided.

Doug

From: Hannah Klausman <hannah.klausman@cogs.us>
Sent: Thursday, July 29, 2021 9:20 AM
To:

Subject: Friday 7/30 Comment Deadline for MountainView Flats Apartment Complex

-

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Hannah Klausman, AICP
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City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601
970.384.6407 (o) 970.319-6269 (c)



Hannah Klausman
Assistant Director, Economic and
Community Development
970-384-6407
Hannah.klausman@cogs.us

Community and Economic Development Department
101 W. 8th Street
Glenwood Springs, CO 81601
(970) 384-6411

Date: 7/30/2021

Planning File #: 20 -21
Major Site/Arch Plan

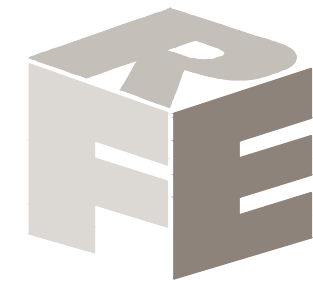
RE: Application Comments
Planning Department

PLANNING DEPARTMENT COMMENTS:

1. Please provide a sample materials board. Electronic is acceptable.
2. Indicate the bedroom unit mix of the deed restricted and resident occupied units. These should closely mirror the mix of market rate units.
3. Please provide the total amount of storage in cubic feet provided. This should meet the following code requirement in section 070.040.080(9)(e) - Residential Site and Building Design:

Storage Space. Multi-family developments shall provide a minimum of one (1) cubic foot of enclosed storage space per three (3) square feet gross floor area per unit. Storage may be provided through one (1) or more of the following:

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



ROARING FORK ENGINEERING
592 HIGHWAY 133
CARBONDALE, CO 81623
PH: (970) 340-4130

CHECKED BY: RBG
DRAWN BY: JLG

DRAWN BY
JLG

DATE
06/29/2021

DESCRIPTION
PRELIMINARY SUBMITTAL - 30% DESIGN

1

JOB #: 2021-29
NOT FOR CONSTRUCTION

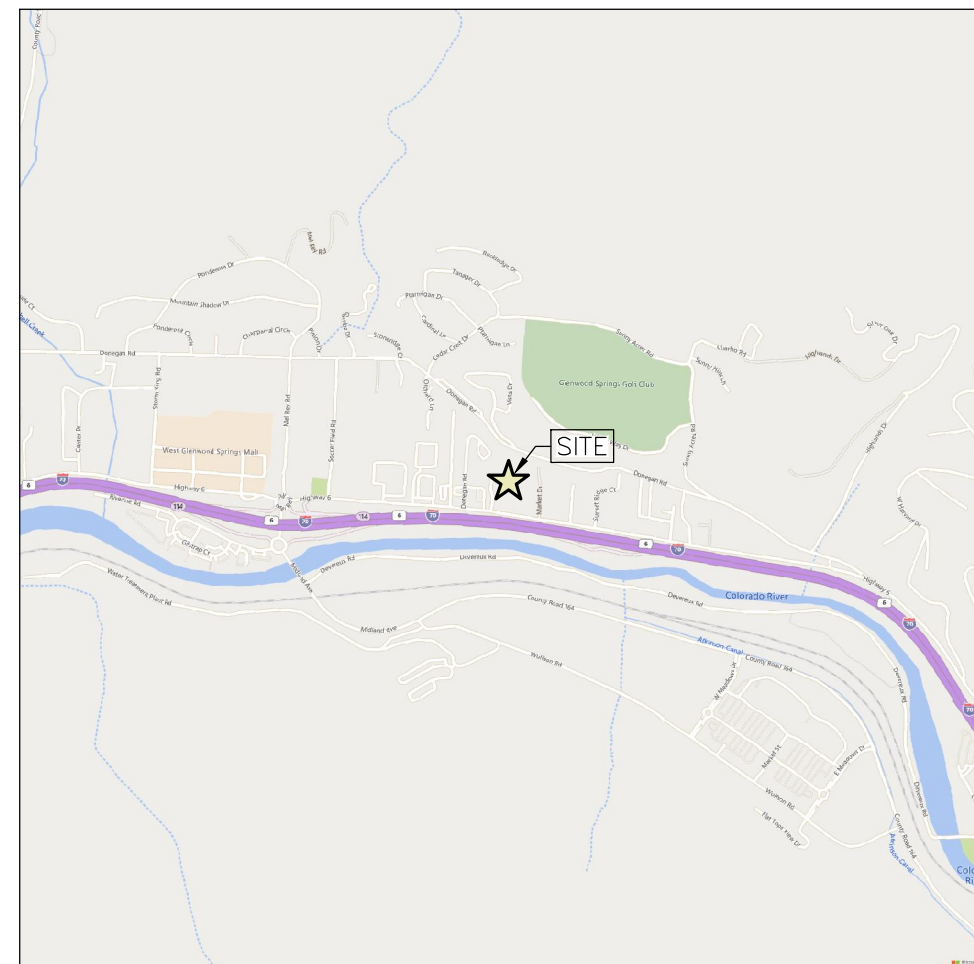
MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

COVER

C1
OF 6

MOUNTAINVIEW FLATS

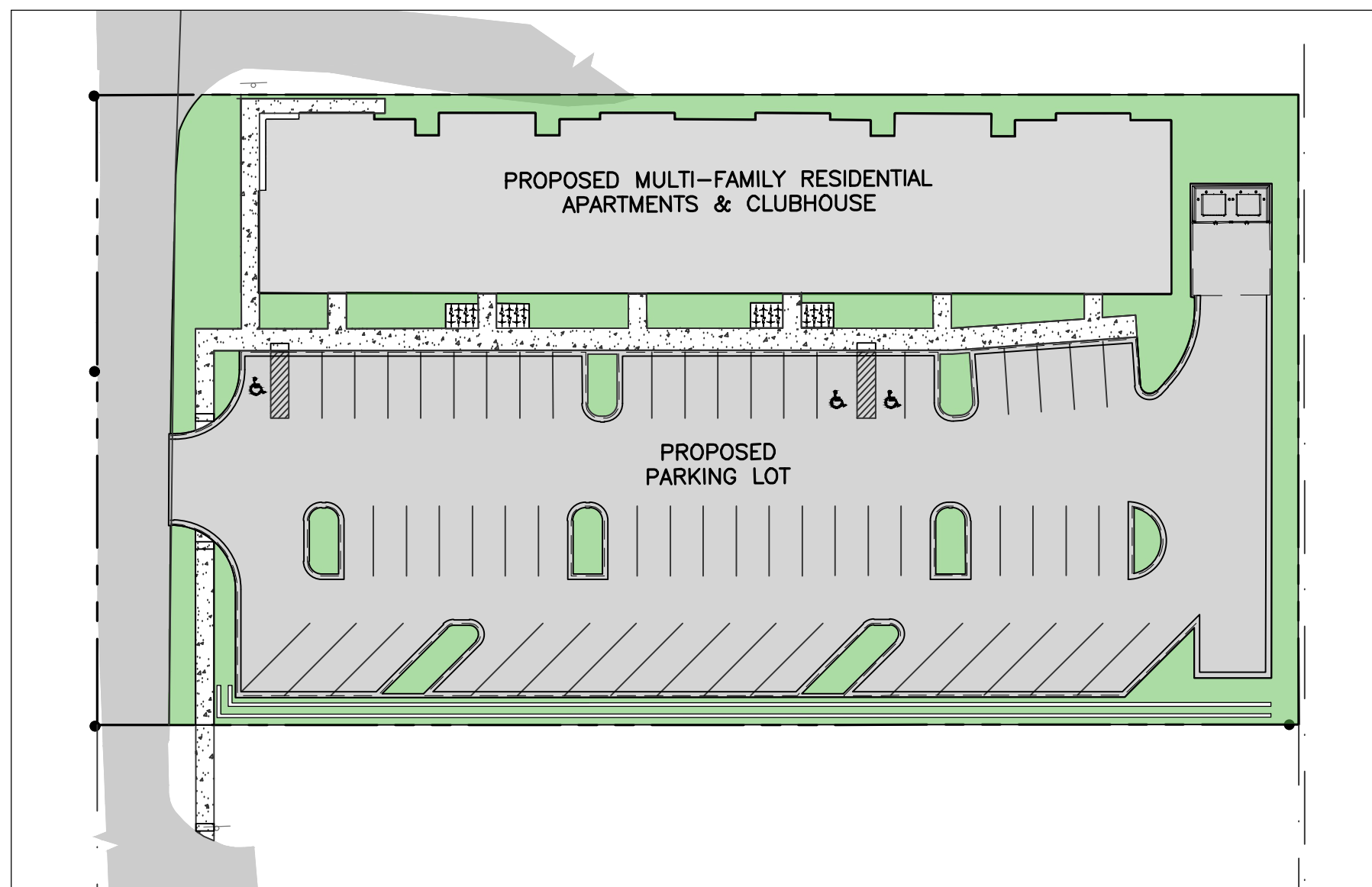
51537 HWY 6 & 24
GLENWOOD SPRINGS, CO



VICINITY MAP
1" = 2000'

PROJECT CONTACTS	
OWNER / DEVELOPER	REAL AMERICA, LLC CONTACT: MICHAEL SURAK (317) 815-5929
ARCHITECT	BRUCE BERRY, AIA REAL AMERICA, LLC (317) 815-5929
CIVIL ENGINEER	ANTHONY ALFINI, PE ROARING FORK ENGINEERING (970) 340-4130
STRUCTURAL ENGINEER	XXXXXXXX XXXX XXXXXXXXXXXXXXXX (970) XXX-XXXX
LAND PLANNER / LANDSCAPE ARCHITECT	DOUG & JULIE PRATTE THE LAND STUDIO, INC. (970) 927-3690
HOLY CROSS ENERGY (ELECTRIC)	LIBBY COWLING (970) 945-5491
BLACK HILLS ENERGY (GAS)	JASON COX (970) 309-2432
COMCAST	MIKE JOHNSON (970) 945-7202
CENTURYLINK	JASON SHARPE (970) 328-8290
CITY OF GLENWOOD SPRINGS FIRE DEPT.	GREG BAK (970) 384-6480

City elec?
City water
City wastewater
update



SITE MAP
1" = 40'

PRELIMINARY SUBMITTAL
30% DESIGN SET
JUNE 2021

SHEET INDEX

C1	COVER SHEET
C2	NOTES, LEGEND & ABBREVIATIONS
C3	EXISTING CONDITIONS
C4	PRELIMINARY SITE PLAN
C5	PRELIMINARY GRADING PLAN
C6	PRELIMINARY UTILITY PLAN

PROPERTY DESCRIPTION

LOCATION:	51537 HWY 6 & 24
OWNER:	HALLE PROPERTIES, LLC
PARCEL NUMBER:	218506341002
AREA:	1.284 AC
LEGAL DESCRIPTION:	SECTION: 5; TOWNSHIP: 8; RANGE: 88; HALLE TRACT MINOR SUBDIVISION; BLOCK 1, LOT 2; REC. NO. 870126
ZONING:	M1

PROJECT SUMMARY TABLE

LOT SIZE:	ACRE	SQUARE FEET (SF)	LOT COVERAGE:	EXISTING (SF & %)	PROPOSED (SF & %)
	1.284	55,345 SF		(VACANT)	45,781 SF / 81.3%
LIMITS OF DISTURBANCE:	EXISTING (SF & %)	PROPOSED (SF & %)	AVERAGE SLOPE WITHIN LIMITS OF DISTURBANCE:	PERCENTAGE (%)	
	N/A (VACANT)	53,000 SF		10.0%	
OFF-STREET PARKING SPACES:	EXISTING # VEH. SPACES	PROPOSED # VEH. SPACES	BICYCLE PARKING:	EXISTING # SPACES	PROPOSED # SPACES
	0	63		0	36
RESIDENTIAL UNITS:	# EXISTING UNITS	# PROPOSED UNITS	NON-RESIDENTIAL USES:	TYPE OF USE(S)	GROSS FLOOR AREA (SF)
	0	40		NONE	0 SF
OPEN SPACE:	EXISTING (SF & %)	PROPOSED (SF & %)	TOTAL LANDSCAPED AREA:	EXISTING (SF & %)	PROPOSED (SF & %)
	53,000 / 94.1%	13,011 SF / 23.1%		0 SF / 0%	10,196 SF / 18.1%
BUILDING HEIGHT:	EXISTING	PROPOSED	TOTAL IMPERVIOUS AREA:	EXISTING (SF & %)	PROPOSED (SF & %)
	N/A (VACANT)	39'-10"		6,345 SF / 11.3%	46,149 SF / 81.9%
SNOW STORAGE:	REQUIRED (SF)	PROPOSED (SF)	OTHER:		
		11,590 SF			
	PARKING LOT, SIDEWALKS				

PROJECT DESCRIPTION

THE PROPOSED PROJECT WILL CONSIST OF THE CONSTRUCTION OF NEW MULTI-FAMILY RESIDENTIAL APARTMENTS AND CLUBHOUSE AS WELL AS THE ASSOCIATED PARKING LOT, DRIVEWAY ENTRANCE AND SIDEWALKS, STORMWATER MANAGEMENT FACILITIES AND UTILITY CONNECTIONS WILL ALSO BE A PART OF THE PROJECT.



1. GENERAL NOTES:
1. ALL WORK SHALL COMPLY WITH THE MOST RECENT CITY OF GLENWOOD SPRINGS STANDARDS.
2. ~~WORK REQUIREMENTS~~ AN APPROVED GLENWOOD SPRINGS RIGHT OF WAY PERMIT AND COORDINATION WITH THE CITY OF GLENWOOD SPRINGS, THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STANDARDS, CITY OF GLENWOOD SPRINGS MUNICIPAL CODE, AND THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STANDARDS.
3. ~~LIMITS OF CONSTRUCTION~~ ~~10' EACH SIDE OF THE CENTERLINE OF UTILITY INSTALLATIONS BUT NOT BEYOND RIGHT-OF-WAY LINES~~ PROJECT LIMITS ADDITIONALLY INCLUDE ALL DESIGNATED BORROW AREAS, EXCAVATION DISPOSAL AREAS OR MATERIAL OF TOPSOIL STOCKPILE AREAS. RESPECT ALL TREE/VEGETATION PRESERVATION ZONES (PER SPECS).
4. TEMPORARY CONSTRUCTION EASEMENTS MAY BE REQUIRED AND ARE TO BE COORDINATED WITH PROPERTY OWNER AND THE CITY OF GLENWOOD SPRINGS.
5. THE CONTRACTOR MUST CERTIFY THAT ALL AGGREGATES USED ON THIS PROJECT ARE FREE FROM HAZARDOUS COMPONENTS IN EXCESS OF THE THRESHOLD CONCENTRATIONS ESTABLISHED BY THE E.P.A.
6. ANY SIGNAGE REMOVED DURING CONSTRUCTION THAT IS NOT SHOWN TO BE ON THE PLANS SHALL BE REPLACED OR RETURNED TO ITS ORIGINAL LOCATION.
7. ALL WORK SHALL BE DONE IN ~~STRICT ACCORDANCE WITH APPLICABLE~~ SECTIONS OF THE GEOTECHNICAL REPORT/INVESTIGATION PERFORMED BY XXX DATED XX.XX.XXXX). CONTRACTOR TO NOTE REQUIREMENTS FOR EXCAVATION, BACKFILL AND SUPPORT MATERIALS. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE INFORMATION CONTAINED IN THIS REPORT PRIOR TO CONSTRUCTION.
8. THROUGHOUT ALL PHASES OF CONSTRUCTION, UNTIL THE FINAL ACCEPTANCE OF THE PROJECT, THE CONTRACTOR MUST KEEP THE WORK SITE CLEAN AND FREE FROM RUBBISH AND DEBRIS. THE CONTRACTOR SHALL ALSO ABATE DUST NUISANCE AS NECESSARY. THE CONTRACTOR HAS TWENTY-FOUR (24) HOURS AFTER THE DEPOSIT OF ANY EARTH, GRAVEL OR OTHER EXCAVATED MATERIAL TO REMOVE SUCH DEPOSIT. IN THE EVENT THAT THE EARTH, GRAVEL OR OTHER EXCAVATED MATERIAL IS NOT REMOVED, THE ENGINEER OR OWNER WILL DIRECT SUCH REMOVAL AND THE COST INCURRED SHALL BE DEDUCTED FROM THE BOND. DUST CONTROL WILL ONLY BE REQUIRED IF ADJACENT PROPERTY OWNERS ARE ADVERSELY AFFECTED OR IF DUST ADVERSELY AFFECTS MAINTENANCE OF TRAFFIC DURING THE PROJECT SUCH THAT, IN THE OPINION OF ENGINEER, ADJUSTMENT OF THE CONTROL PROGRAM IS APPROPRIATE. IT IS ANTICIPATED DUST CONTROL WILL BE REQUIRED ON THIS PROJECT.
9. THE CONTRACTOR IS RESPONSIBLE FOR TEMPORARY SURFACES THROUGHOUT THE PROJECT TO MAINTAIN TRAFFIC AND PEDESTRIAN ACCESS. THE COST SHALL BE INCIDENTAL TO WORK.
10. CONSTRUCTION DE-WATERING IS TO BE IN ACCORDANCE WITH THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR ALL ASSOCIATED PERMITTING.
11. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL WORK IS PERFORMED IN ACCORDANCE WITH APPLICABLE STANDARDS AND REGULATIONS AS SET FORTH BY THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (O.S.H.A.).
12. NO FIELD CHANGES SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER.
13. SUBMITTALS SHALL BE PREPARED FOR ALL MATERIALS TO BE INCORPORATED INTO THE PROJECT AND SENT TO THE ENGINEER FOR REVIEW AND APPROVAL.
14. THE PHYSICAL FEATURES WITHIN THE LIMITS OF THE PROJECT HAVE BEEN SHOWN BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF DESIGN. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE FEATURES SHOWN. THE CONTRACTOR SHALL REVIEW AND VERIFY EXISTING PHYSICAL FEATURES AND ELEVATIONS OF THE CONDITIONS TO BE ENCOUNTERED DURING CONSTRUCTION.
15. THE CONTRACTOR SHALL LIMIT ALL WORK AND STORAGE AREAS TO THE PROJECT SITE. ANY WORK INSIDE PUBLIC RIGHT-OF-WAYS WILL REQUIRE APPROVAL FROM THE JURISDICTION OF AUTHORITY PRIOR TO CONSTRUCTION. USE OF ANY PRIVATE AREAS FOR THIS PROJECT BY THE CONTRACTOR MUST BE APPROVED IN WRITING BY THE PROPERTY OWNER WITH A COPY OF THIS APPROVAL PROVIDED TO THE ENGINEER PRIOR TO USAGE.
16. ALL WORK SHALL BE DONE TO THE LINES, GRADES, SECTIONS, AND ELEVATIONS SHOWN ON THE PLANS UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER.
17. THE ENGINEER SHALL BE NOTIFIED WITHIN 48 HOUR PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.
18. THE CONTRACTOR SHALL LIMIT CONSTRUCTION ACTIVITIES TO THOSE AREAS WITHIN THE LIMITS OF DISTURBANCE AND/OR TOES OF SLOPE AS SHOWN ON THE PLANS. ANY DISTURBANCE BEYOND THESE LIMITS SHALL BE RESTORED TO ORIGINAL CONDITIONS BY THE CONTRACTOR AT THEIR OWN EXPENSE.
19. THE CONTRACTOR SHALL NOT REMOVE AND SHALL PROTECT FROM DAMAGE ALL TREES, BUSHES, AND EXISTING IMPROVEMENTS INSIDE AND OUTSIDE THE LIMITS OF WORK NOT CALLED OUR FOR REMOVAL OR REPLACEMENT. SPECIFIC PROVISIONS ARE SHOWN ON THE PLANS.
20. NO TREES SHALL BE REMOVED OR TRIMED WITHOUT PRIOR ACKNOWLEDGEMENT OF THE PROPERTY OWNER AND/OR PROJECT ENGINEER. ALL APPLICABLE PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
21. THE CONTRACTOR SHALL PROTECT THE EXISTING DRAINAGE STRUCTURES AND REROUTE ANY RUNOFF AS NECESSARY DURING CONSTRUCTION ACTIVITIES TO PREVENT EROSION AND DAMAGE.
22. THE CONTRACTOR SHALL PROVIDE SAFE PEDESTRIAN ACCESS AT ALL TIMES DURING THE PROJECT.
23. THE PHYSICAL FEATURES REQUIRING REMOVAL OR OBLITERATION WITHIN THE PROJECT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND BE DISPOSED OF OFF-SITE UNLESS OTHERWISE NOTED.
24. THE CONTRACTOR SHALL HAVE A COPY OF ALL APPLICABLE STANDARDS AND APPROVED CONSTRUCTION PLANS AND SPECIFICATIONS ON SITE AT ALL TIMES.
25. ANY DISCREPANCY WITHIN THESE PLANS SHOULD BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE ENGINEER.

→ CDPHC Construction Disch. permit will cover. will be read.

2. SANITARY GENERAL NOTES

1. ALL SANITARY SEWER CONSTRUCTION SHALL CONFORM TO THE LATEST CITY OF GLENWOOD SPRINGS (COGS) WASTEWATER REGULATIONS.
2. INSTALLATION OF NEW SANITARY SEWER IN AREAS WITH WATER MAIN AND SERVICE CROSSINGS MUST COMPLY WITH CITY OF GLENWOOD SPRINGS AND THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STANDARDS.
3. CONTRACTOR IS TO OBTAIN STATE DE-WATERING PERMIT IN CASE OF GROUNDWATER IN THE TRENCH.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE COGS. THE CITY WILL RESERVE THE RIGHT TO ACCEPT OR REJECT ANY MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THEIR STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR MUST NOTIFY THE COGS AT LEAST TWO FULL WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
5. ALL SEWER MAIN PIPES, FITTING, AND APPURTENANCES SHALL MEET THE CLASS CALLED OUT BY THE COGS STANDARDS.
6. ALL SEWER MAINS WITHIN THE ROAD CORRIDOR SHALL HAVE A MINIMUM COVER OF SEVEN FEET. ALL SEWER MAINS OUTSIDE THE ROAD CORRIDOR SHALL HAVE A MINIMUM COVER OF FIVE FEET. COVER GREATER THAN THE SPECIFIED MINIMUM MAY BE REQUIRED TO ACCOMMODATE EXISTING GRADES TO A MAXIMUM OF TEN FEET IF GRADE CONFLICTS OCCUR WITH EXISTING UTILITIES OR OTHER OBSTRUCTIONS THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
7. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION FROM ALL WATER MAIN CROSSINGS. ONE FULL LENGTH OF WATER PIPE MUST BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IF THIS CANNOT BE MET THE ENGINEER SHALL NE NOTIFIED IMMEDIATELY.

3. EARTHWORK

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LEGAL DISPOSAL OF ANY EXCESS SOIL, DEBRIS AND WASTE MATERIAL OFF OF THE PROJECT SITE.
2. ANY MATERIAL NOT SUITABLE FOR BACKFILL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF, BY AND AT THE EXPENSE OF THE CONTRACTOR.
3. ALL EMBANKMENT MATERIAL REQUIRING COMPACTION WILL CONFORM TO CDOT/ASTM STANDARDS.
4. IF GROUNDWATER IS ENCOUNTERED CONTACT ENGINEER/CITY PROJECT MANAGER BEFORE PROCEEDING WITH WORK IN AREA OF GROUNDWATER.
5. IF BEDROCK IS ENCOUNTERED CONTACT ENGINEER/CITY PROJECT MANAGER BEFORE PROCEEDING WITH WORK IN AREA OF BEDROCK.
6. IF ANY EXISTING DITCHES ARE DISTURBED, THE DITCH SHALL BE REPLACED IN ITS ORIGINAL LOCATION BY RE-SCARPING MATERIAL EIGHT INCHES BELOW THE DITCH AND COMPACTING WITH A NEW THREE INCH LAYER OF BENTONITE MIXED SOIL. ONE (1) POUND OF BENTONITE PER ONE (1) SQUARE FOOT OF AREA IS REQUIRED. THE CONTRACTOR SHALL CONTACT AND COORDINATE ALL WORK WITH THE DITCH COMPANY.
7. AREAS OF HEAVY VEGETATION, TREES, ROCKS, ETC. MAY NOT ALL BE SHOWN ON PLAN SET. THE CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH THE EXISTING CONDITIONS AND REQUIRED CONSTRUCTION METHODS TO PERFORM THE WORK. CERTAIN AREAS MAY REQUIRE TREE REMOVAL, BOULDER RELOCATION, CLEARING AND GRUBBING, ETC. THAT MAY NOT BE SPECIFICALLY CALLED OUT.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY GROUNDWATER ENCOUNTERED DURING THE CONSTRUCTION OF ANY PORTION OF THIS PROJECT. GROUNDWATER SHALL BE PUMPED, PIPED, REMOVED AND DISPOSED OF IN A MANNER WHICH DOES NOT CAUSE FLOODING OF EXISTING STREETS NOR EROSION ON ADJUTING PROPERTIES IN ORDER TO CONSTRUCT THE IMPROVEMENTS SHOWN ON THESE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR ANY COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STORM WATER DISCHARGE OR DE-WATERING PERMITS THAT CORRESPOND WITH THESE ACTIVITIES.
9. ONSITE NATIVE MATERIAL CAN BE USED FOR STRUCTURAL BACKFILL IF APPROVED BY A GEOTECHNICAL ENGINEER AND SHALL BE SLOTTED TO SIX INCH MINUS, INSTALLED IN TWELVE INCH LIFTS AND COMPACTED TO 95 PERCENT WITH OPTIMUM MOISTURE CONTENT.
10. STRIPPED TOPSOIL GENERATED ONSITE TO BE STOCKPILED AND USED FOR RE-VEGETATION.

4. WATERLINE GENERAL NOTES:

1. ALL WATERLINE CONSTRUCTION SHALL CONFORM TO THE LATEST CITY OF GLENWOOD SPRINGS WATER DEPARTMENT STANDARDS AND SPECIFICATIONS.
2. INSTALLATION OF NEW WATERLINE IN AREAS WITH SANITARY SEWER MAIN AND SERVICE CROSSINGS MUST COMPLY WITH CITY OF GLENWOOD SPRINGS ENGINEERING STANDARDS, CITY OF GLENWOOD SPRINGS MUNICIPAL CODE, AND THE COLORADO DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT STANDARDS.
3. CONTRACTOR IS TO OBTAIN STATE DEWATERING PERMIT IN CASE OF GROUNDWATER IN THE TRENCH.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE COGS. THE CITY WILL RESERVE THE RIGHT TO ACCEPT OR REJECT ANY MATERIALS AND WORKMANSHIP THAT DOES NOT CONFORM TO THE CITY'S STANDARDS AND SPECIFICATIONS.
5. THE CONTRACTOR MUST NOTIFY THE CITY OF GLENWOOD SPRINGS WATER DEPARTMENT THROUGH THE FRONT OFFICE (PHONE 970-384-6344) AT LEAST TWO FULL WORKING DAYS PRIOR TO THE START OF CONSTRUCTION.
6. ALL WATER MAIN PIPES FITTING AND APPURTENANCES SHALL MEET THE CLASS CALLED OUT BY THE CITY OF GLENWOOD SPRINGS WATER DISTRIBUTION STANDARDS.
7. ALL WATERLINES SHALL HAVE A MINIMUM COVER OF SEVEN FEET. COVER GREATER THAN THE SPECIFIED MINIMUM MAY BE REQUIRED TO ACCOMMODATE EXISTING GRADES AND AVOID HIGH POINTS IN THE WATERLINE TO A MAXIMUM OF TEN FEET IF GRADE CONFLICTS OCCUR WITH EXISTING UTILITIES OR OTHER OBSTRUCTIONS. THE PROPOSED WATER MAIN GRADE CAN BE VARIED PROVIDED THE SEVEN FOOT MINIMUM DEPTH OF COVER IS MAINTAINED OR AS DIRECTED BY CITY STAFF IF BEDROCK/BOULDERS ARE ENCOUNTERED. THERE SHALL BE NO LOCALIZED HIGH POINTS.
8. PRECAUTIONS MUST BE TAKEN TO PROTECT WATERLINE PIPE INTERIORS, FITTINGS AND VALVES AGAINST CONTAMINATION AND BE KEPT CLEAN AND DRY AT ALL TIMES. A WATER TIGHT PLUG SHALL BE INSTALLED IN THE OPEN END OF THE PIPE AT THE END OF EACH WORKING DAY.
9. WATERLINES WILL BE INSTALLED AT RELATIVELY STRAIGHT LINES BETWEEN FITTINGS EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS. IN NO CASE SHALL THE MAXIMUM JOINT DEFLECTION AS RECOMMENDED BY THE PIPE MANUFACTURER BE EXCEEDED. PIPE CURVATURE MAY BE OBTAINED BY JOINT DEFLECTION AS RECOMMENDED AND WARRANTED BY MANUFACTURER. MANUFACTURER'S INSTALLATION GUIDELINES TO BE PROVIDED WITH MATERIALS SUBMITTAL.
10. IF HIGHLY CORROSIVE SOILS ARE ENCOUNTERED, ALL BURIED FITTINGS AND VALVES MUST BE WRAPPED IN 8 MIL POLYWRAP IN AREAS OF HIGH SOIL CONDUCTIVITY.
11. TWO FORMS OF THRUST RESTRAINT ARE REQUIRED. APPROVED FORMS ARE MEGALUGS, THRUST BLOCKS, AND TIE RODS. CONCRETE THRUST BLOCKS SHALL BE INSTALLED AT ALL HORIZONTAL AND VERTICAL BENDS, TEES, VALVES AND CAPS, ETC. IN ACCORDANCE WITH THE THRUST BLOCK TABLE SHOWN ON THE DETAIL SHEET. FOR CLARITY, ALL THRUST BLOCKS MAY NOT HAVE BEEN SHOWN ON THE DRAWINGS. FITTINGS WITH THRUST BLOCKS SHALL NOT BE BACKFILLED UNTIL THE CONCRETE HAS BEEN GIVEN SUFFICIENT TIME TO CURE.
12. HORIZONTAL SEPARATION BETWEEN THE SANITARY SEWER MAIN AND WATER MAINS SHALL BE MAINTAINED AT TEN FEET EXCEPT AT SPECIFIED CROSSINGS AND AS IDENTIFIED ON THE PLANS.
13. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18 INCHES OF VERTICAL SEPARATION FROM ALL ~~SANITARY SEWER~~ CROSSINGS. ONE FULL LENGTH OF WATER PIPE MUST BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE. IF THIS CANNOT BE MET THE ENGINEER SHALL NE NOTIFIED IMMEDIATELY.
14. FREEZE PROTECTION SHALL BE INSTALLED FOR ALL WATER MAIN AND SERVICES LESS THAN SEVEN FEET DEEP AND AWAY FROM STORM SEWERS, MANHOLES AND CULVERTS.
15. BLUE IDENTIFICATION TAPE SHALL BE INSTALLED 24 INCHES ABOVE ALL WATER MAINS.
16. ALL TRENCHES SHALL BE COMPACTED TO 95 PERCENT AS DETERMINED BY ASHTO T-99. WATER REQUIRED FOR MOISTURE CONDITIONING OF BACKFILL MATERIAL SHALL BE OBTAINED FROM AN AUTORIZED FILLING HYDRANT. ALL NECESSARY COMPACTION TESTING SHALL BE COMPLETED THROUGH A CERTIFIED SOILS LAB.
17. A COPY OF THE COMPACTION TEST RESULTS SHALL BE PROVIDED TO THE CITY AND ENGINEER DURING THE COURSE OF THE PROJECT.
18. THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIRED WATERLINE TESTING. ALL TESTING WILL BE COMPLETED IN THE PRESENCE OF THE CITY'S REPRESENTATIVE. THIS INCLUDES PRESSURE AND LEAKAGE TEST, FLUSHING AND DISINFECTION, BACTERIOLOGICAL TESTS, AND PIPE CONDUCTIVITY CONTINUITY. DISINFECTION OF THE WATERLINE SHALL BE IN ACCORDANCE WITH THE PROCEDURE SET FORTH IN AWWA C651, LATEST EDITION, DISINFECTING WATER MAINS.
19. A PRE-CONSTRUCTION MEETING WITH CITY STAFF AND THE ENGINEER WILL BE REQUIRED WITH A MINIMUM OF TWO DAYS NOTICE.
20. ABANDONMENT REQUIREMENTS
- 20.1. FIRE HYDRANTS AND ASSOCIATED VALVES SHALL NOT BE ABANDONED IN PLACE, BUT SHALL BE REMOVED. HYDRANT BRANCHES SHALL BE PLUGGED AT THE MAIN ACCORDING TO CITY OF GLENWOOD SPRINGS STANDARDS.
- 20.2. COUPLINGS ARE NOT DESIRED. THE CORPORATION VALVE IS TO BE CLOSED AND THE SERVICE CUT AT THE COMPRESSION NUT. TEES SHALL BE PLUGGED AT THE SOURCE WITH AN APPROVED FITTING AND RESTRAINED. INSPECTION BY THE CITY'S WATER DEPARTMENT IS REQUIRED PRIOR TO BURYING THE WORK. THE CONTRACTOR SHALL NOT OPERATE EXISTING WATERLINE VALVES. CONTRACTOR SHALL NOTIFY THE CITY AT (970)-384-6400 A MINIMUM OF 48 HOURS IN ADVANCE OF ANY SERVICE ABANDONMENT.
- 20.3. ALL EXISTING WATER MAIN ALONG THE PROPOSED ALIGNMENT SHALL BE ABANDONED IN PLACE. ANYTIME AN EXISTING WATER MAIN IS CUT, IT SHALL BE CAPPED WITH TWO LINEAR FEET OF NON-SHRINK GROUT. ANY EXISTING WATER MAIN IN CONFLICT WITH THE NEW WATER MAIN AND/OR WITHIN THREE FEET OF NEW WATER MAIN SHALL BE REMOVED AND DISPOSED OF. MAIN LINES THAT ARE TO BE LEFT IN PLACE SHALL BE CAPPED AT BOTH ENDS WITH A MECHANICAL JOINT CAP. ALL VALVES THAT ARE TO BE ABANDONED IN PLACE SHALL HAVE TO TOP SECTION OF THE VALVE BOX AND VALVE BOX LID REMOVED. THE CAVITY SHALL BE FILLED WITH COMPACTED CLASS 6 AGGREGATE BASE.
21. SWVEL TEES MAY BE USED FOR ALIGNING HYDRANT VALVE AND VALVE BOX WITH EXISTING GRADES OTHERWISE CITY DETAILS SHALL BE FOLLOWED.
22. NEW SERVICE TAPS ARE TO BE PERFORMED BY THE CITY OF GLENWOOD SPRINGS WATER DEPARTMENT WHEN CONNECTIONS ARE READY TO BE MADE. TWO DAYS NOTICE MUST BE GIVEN. NO WATER TAPS SHALL BE BURIED FOR FUTURE CONNECTION. PRE-TAPPING WILL REQUIRE TESTING AND DISINFECTION ACCORDING TO CITY OF GLENWOOD SPRINGS STANDARDS.
23. ALL PIPING COMPONENTS REQUIRED FOR TIE-INS TO THE EXISTING WATERLINES MAY NOT BE SHOWN ON THE DRAWINGS. THESE SHALL BE PROVIDED AS REQUIRED BY THE CONTRACTOR AS PART OF TIE-IN TO EXISTING SYSTEM BID ITEM.
24. SOLID SLEEVES AT EXISTING CONNECTION POINTS ARE IMPLIED AND ARE NOT SPECIFICALLY CALLED OUT ON PLAN SET.
25. CONTRACTOR TO VERIFY SIZE OF ALL EXISTING SERVICES. CONTRACTOR TO NOTIFY ENGINEER AND/OR CITY PROJECT MANAGER OF ANY DISCREPANCIES.

5. UTILITY GENERAL NOTES

1. ANY CONTRACTOR-CAUSED DAMAGE TO UTILITY AND/OR SERVICE LINES SHOWN OR NOT SHOWN ON THE PLANS, SHALL BE REPAIRED OR REPLACED AT NO COST TO THE CITY OF GLENWOOD SPRINGS AND SHALL BE ACCOMPLISHED BY THE CONTRACTOR, SUBCONTRACTOR OR AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO COMMENCING WORK IN THE PROJECT AREA. LIKEWISE, THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING HIS WORK AND THAT OF THE INVOLVED UTILITIES IN THE PROJECT AREA.
2. UTILITY LINES SHOWN ON THE PLAN SHEETS ARE LOCATED FROM THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION AND PROTECTION OF ALL UTILITIES IN PLACE.
3. THE CONTRACTOR SHALL CONTACT THE UTILITY NOTIFICATION CENTER OF COLORADO AT 811 A MINIMUM OF TWO BUSINESS DAYS IN ADVANCE OF ANY EXCAVATION OR GRADING.
4. THE CONTRACTOR SHALL PROTECT AND MAINTAIN ALL UTILITIES AND STRUCTURES AFFECTED BY THE WORK. ANY DAMAGE SHALL BE REPAIRED AND RESTORED TO THE SATISFACTION OF THE CITY OF GLENWOOD SPRINGS AND UTILITY PROVIDER. THE CONTRACTOR SHALL COORDINATE ALL UTILITY RELOCATIONS AS NECESSARY.
5. EXCAVATION AT GAS LINES: TEMPORARY COVER DURING CONSTRUCTION SHALL BE AT LEAST 18 INCHES OVER THE GAS CONDUIT. FINISH GRADE OVER THE GAS CONDUIT MUST BE AT LEAST TWO FEET AND NO MORE THAN SIX FEET.
6. EXISTING UNDERGROUND TELEPHONE, FIBER AND CABLE TELEVISION FACILITIES MAY BE LOCATED IN CLOSE PROXIMITY TO THE WORK. THE CONTRACTOR MAY, IF NECESSARY, TEMPORARILY DISPLACE THE CABLES DURING CONSTRUCTION AND REINSTALL THEM IN ACCORDANCE WITH THE APPROPRIATE TELEPHONE, FIBER OR CABLE TELEVISION COMPANY'S GUIDELINES WITH THEIR PRIOR CONSENT. COORDINATION WITH BOTH THE TELEPHONE AND CABLE TELEVISION COMPANY IS REQUIRED TO BE DONE BY THE CONTRACTOR.
7. THE CONTRACTOR SHALL AT THEIR EXPENSE, SUPPORT AND PROTECT ALL UTILITIES, SO THAT THEY WILL FUNCTION CONTINUOUSLY DURING CONSTRUCTION EXCEPT THOSE DESIGNATED TO BE TEMPORARILY SHUT DOWN. THE CONTRACTOR SHALL GET AUTHORIZATION FOR TEMPORARY SERVICE DISRUPTIONS PRIOR TO ANY UTILITY WORK AT LEAST 48 HOURS IN ADVANCE. CUSTOMERS SHALL BE NOTIFIED ACCORDING TO THE UTILITY PROVIDERS REQUIREMENTS. SHOULD A UTILITY FAIL AS A RESULT OF THE CONTRACTOR'S OPERATIONS, IT WILL BE REPAIRED IMMEDIATELY BY EITHER THE CONTRACTOR OR THE UTILITY PROVIDER AT THE FULL COST OF LABOR AND MATERIALS TO THE CONTRACTOR.
8. ALL VALVE BOXES, CLEANOUTS, MANHOLES, GUY WIRES, SHALL BE ADJUSTED TO FINAL GRADE.
9. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND ELEVATION OF ALL SANITARY SEWER SERVICES AND WATER SERVICES PRIOR TO CONSTRUCTION.
10. IRRIGATION LINES MAY EXIST WITHIN THE PROJECT BOUNDARY. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO LOCATE IRRIGATION LINES THAT MAY BE AFFECTED BY THEIR WORK. ANY DAMAGED IRRIGATION EQUIPMENT OR LINES WILL BE REPLACED AT THE COST OF THE CONTRACTOR.
11. ALL WORK DONE ON OR AROUND WATER FACILITIES MUST BE INSPECTED BY A CITY OF GLENWOOD SPRINGS WATER DEPARTMENT INSPECTOR. ALL WORK DONE ON OR AROUND SEWER FACILITIES MUST BE INSPECTED BY A CITY OF GLENWOOD SPRINGS WASTEWATER DEPARTMENT INSPECTOR. THE CONTRACTOR IS REQUIRED TO NOTIFY THE CITY OF GLENWOOD SPRINGS TWO WORKING DAYS PRIOR TO BEGINNING CONSTRUCTION.
12. TEMPORARY SHORING MAY BE REQUIRED FOR UTILITY INSTALLATION WORK ESPECIALLY IN AREA CLOSE TO OR IN EXISTING SLOPES. THE CONTRACTOR SHALL MAINTAIN SLOPE/TRENCH STABILITY UNTIL EXCAVATION IS BACKFILLED. THE CONTRACTOR SHALL SUBMIT SHORING PLANS TO THE CITY AND ENGINEER FOR REVIEW AND APPROVAL PRIOR TO SHORING OPERATIONS.

City Elec? → verify

6. PAVEMENT NOTES:

1. ASPHALT PRIME COAT NOT REQUIRED UNLESS INDICATED ON DRAWINGS. PREPARED BASE COURSES SHALL BE PRIMED AT CONTRACTOR'S EXPENSE IF THE SURFACE HAS DETEIORATED DUE TO TRAFFIC, WEATHER OR TIME LAPSE BETWEEN SURFACE PREPARATION AND PLACEMENT OF BITUMINOUS MATERIALS, SUCH THAT, IN THE OPINION OF THE ENGINEER, USE OF PRIME COAT IS REQUIRED. APPLICATION RATE SHALL BE 0.3 GALS/SQ.YD.
2. BEFORE PLACEMENT OF THE TACK COAT, THE CONTRACTOR SHALL CLEAN THE PRESENT ROADWAY AS DIRECTED. CLEANING WILL NOT BE PAID FOR SEPARATELY, BUT IS CONSIDERED INCIDENTAL TO THE WORK.
3. A TACK COAT OF EMULSIFIED ASPHALT (SLOW SETTING) IS TO BE APPLIED BETWEEN PAVEMENT COURSES TO IMPROVE THE BOND. DILUTED EMULSIFIED ASPHALT FOR TACK COAT SHALL CONSIST OF 1 PART EMULSIFIED ASPHALT AND 1 PART WATER. RATES OF APPLICATION SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF APPLICATION. APPROXIMATE RATE SHALL BE 0.1 GAL/SQ.YD.
4. THE FOLLOWING SHALL BE USED WITH EACH BITUMINOUS PAVER:
- A) SKI-TYPE DEVICE AT LEAST 30 FEET IN LENGTH.
- B) SHORT SKI OR SHOE.
5. WHEN CONNECTING TO EXISTING PAVEMENT, ASPHALT MILLING IS REQUIRED TO A DEPTH OF TWO INCHES AND 24 INCHES WIDE. ADDITIONAL MILLING AND PAVEMENT RESTORATION IS INCIDENTAL TO PROJECT COST.
6. ANY LAYER OF BITUMINOUS PAVEMENT THAT IS TO HAVE A SUCCEEDING LAYER PLACED THEREON SHALL BE COMPLETED FULL WIDTH BEFORE THE SUCCEEDING LAYER IS PLACED.
7. WHERE NEW PAVEMENT IS TO ABUT EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE REMOVED TO A NEAT VERTICAL LINE BY SAW CUTTING PRIOR TO PAVING OPERATIONS. VERTICAL EDGES SHALL NOT REMAIN OVERNIGHT.

7. TRAFFIC CONTROL NOTES:

1. A TRAFFIC CONTROL PLAN SHALL BE PROVIDED BY A CERTIFIED TRAFFIC CONTROL SUPERVISOR AND IMPLEMENTED BY A CERTIFIED TRAFFIC CONTROL TEAM.
2. MAINTAIN ACCESS TO RESIDENCES AT ALL TIMES. TEMPORARY CLOSURE ALLOWED FOR UTILITY WORK WITH PRIOR COORDINATION AND APPROVAL BY THE OWNER. PROVIDE FOR EMERGENCY ACCESS CONTINUOUSLY.
3. PROVIDE SAFETY CONES, FLAG PERSONS, VERTICAL PANELS WITH BEACONS, SIGNS AND BARRICADES AS NECESSARY TO PROTECT PUBLIC AND WORK SITE.
4. PROVIDE SIGNAGE AS REQUIRED BY OWNER AND LOCAL GOVERNMENT WITH JURISDICTION OVER ADJACENT ROADS.
5. PROVIDE DIRECTIONAL SIGNAGE INCLUDING BUT NOT LIMITED TO ONE-WAY SIGNS AND/OR TRAFFIC SIGNALS DURING CONSTRUCTION. JERSEY BARRIERS MAY BE REQUIRED DURING CONSTRUCTION.
6. ANY SIGNAGE REMOVED DURING CONSTRUCTION SHALL BE REPLACED OR RETURNED TO ITS ORIGINAL LOCATION.
7. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
8. THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN TEMPORARY TRAFFIC CONTROL DEVICES NECESSARY THROUGHOUT THE DURATION OF CONSTRUCTION.
9. CONTRACTOR SHALL PROVIDE A SMOOTH TEMPORARY DRIVING SURFACE UNTIL FINAL PAVING IS COMPLETE. ALL TEMPORARY DRIVING SURFACES WILL NOT BE PAID FOR SEPARATELY, BUT ARE CONSIDERED INCIDENTAL TO THE WORK.
10. THE CONTRACTOR SHALL CLOSELY MONITOR ACCESS FOR HEAVY CONSTRUCTION EQUIPMENT THROUGH THE PROJECT AND USE TRAFFIC CONTROL AS NEEDED TO ACCOMMODATE CONSTRUCTION ACTIVITY ENTERING AND LEAVING THE PROJECT SITE.

8. LANDSCAPE NOTES:

1. ALL AREAS DISTURBED BY ROAD OR UTILITY CONSTRUCTION SHALL BE FINE GRADED AND RAKED TO REMOVE ALL ROCKS OVER THREE INCHES IN DIAMETER. PLACE TOPSOIL TO A DEPTH OF SIX INCHES ON ALL DISTURBED AREAS.
2. PRIOR TO TOPSOIL PLACEMENT, ALL CUT OR FILL SLOPES WILL BE CONTOURED TO BLEND WITH ADJACENT TERRAIN. CONTRACTOR WILL USE VARIOUS SLOPE MOLDING TECHNIQUES TO ENHANCE THE AESTHETIC QUALITY OF THE SLOPE, WHILE MAXIMIZING THE REVEGETATION POTENTIAL. ALL CUT AND FILL SLOPES SHALL BE ROUNDED AT THE TOE TO BLEND WITH THE EXISTING TERRAIN. ADDITIONALLY, WHERE SOILS AND STEEPNESS OF SLOPES PERMIT, TERRACES WILL BE CONSTRUCTED TO AID THE REVEGETATION PROCESS.
3. THE CONTRACTOR SHALL NOT PROTECT FROM DAMAGE ALL TREES, BUSHES, AND EXISTING IMPROVEMENTS INSIDE AND OUTSIDE THE LIMITS OF WORK. SPECIFIC PROVISIONS ARE SHOWN ON THE PLANS.
4. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LANDSCAPE, HARDSCAPE, AND SNOWMELTED AREAS IN-KIND.
5. SPECIFIC HIGHLY VEGETATED AREAS AND AREAS WITH TREES IN PROXIMITY TO THE WORK ARE CALLED OUT ON THE PLANS, BUT MAY NOT INCLUDE ALL SUCH AREAS. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION CONSIDERATIONS IN HIGHLY VEGETATED AREAS. ALL DAMAGED OR REMOVED VEGETATION SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

9. EROSION CONTROL NOTES:

1. THE ULTIMATE RECEIVING WATERS ARE THE COLORADO RIVER.
2. TOPSOIL WILL BE STRIPPED AND STOCKPILED WITH REINFORCED FILTER LOGS SURROUNDING STOCKPILE AND THEN SEEDED AND STRAWED FOR STABILIZATION. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF DIRT FROM VEHICLES LEAVING THE SITE PER CITY OF GLENWOOD SPRINGS CODE.
3. EROSION AND SEDIMENT CONTROLS ARE TO BE INSPECTED EVERY FOURTEEN CALENDAR DAYS OR AFTER EVERY STORM EVENT THAT EQUALS OR EXCEEDS A HALF INCH OF PRECIPITATION.
4. CONTRACTOR IS RESPONSIBLE FOR CHECKING THAT ALL EROSION CONTROL BMPs ARE FREE OF MUD, DIRT, AND DEBRIS. ALL STRUCTURES ARE TO BE CLEANED ONCE DEPOSITED SEDIMENT REACHES ONE THIRD THE HEIGHT OF THE STRUCTURE.
5. ACTUAL LOCATIONS OF ALL EROSION AND SEDIMENT CONTROL MEASURES CAN BE FIELD MODIFIED IF NECESSARY BY ENGINEER OF RECORD AND APPROVED BY THE CITY OF GLENWOOD SPRINGS AND THE CITY PROJECT MANAGER.
6. EROSION CONTROL FENCING AND OTHER EROSION CONTROL MEASURES SHALL BE REMOVED AFTER ALL VEGETATION SEEDING IS AT LEAST 80 PERCENT GERMINATED.
7. CONSTRUCTION ROAD, STABILIZED ENTRANCE, STAGING AREA, AND PERIMETER EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY SITE GRADING OR EXCAVATION ACTIVITIES.
8. STOCKPILED MATERIALS SHALL BE SURROUNDED WITH FILTER LOGS AND WEIGHED DOWN WITH SAND BAGS. LOGS MAY NOT CONTAIN STRAW. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF DIRT FROM VEHICLES LEAVING THE SITE.
9. ALL DRAINAGE STRUCTURES ARE TO BE PROTECTED BY EROSION CONTROL MEASURES.
10. IF ANY TEMPORARY FLOW LINE IS TO OCCUR DUE TO INTERMITTENT GRADE CHANGE, CHECK DAMS, SURFACE ROUGHENING AND ADDITIONAL BMPs SHOULD BE IMPLEMENTED.

10. BENCHMARK AND SURVEY CONTROL

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTION STAKING OF BOTH HORIZONTAL AND VERTICAL LAYOUT ON THIS PROJECT. COORDINATES ARE REFERENCED IN THE COORDINATE LIST SHOWN ON THESE PLANS. THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT ENGINEER FOR INTERPRETATION AND INFORMATION IN STAKING OF THE PROJECT FOR CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PRESERVING ANY MONUMENTS, RANGE POINTS, TIES, BENCHMARKS, AND/OR SURVEY CONTROL POINTS WHICH MAY BE DISTRIBUTED OR DESTROYED BY CONSTRUCTION. SUCH POINTS SHALL BE REFERENCED AND REPLACED WITH APPROPRIATE MONUMENT BY A REGISTERED PROFESSIONAL LAND SURVEYOR AUTHORIZED TO PRACTICE LAND SURVEYING IN THE STATE OF COLORADO. PROPERTY CORNERS SHALL FALL WITHIN NEW CONCRETE FLATWORK SHALL BE DURABLE AND SET FLUSH. THIS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

ABBREVIATIONS

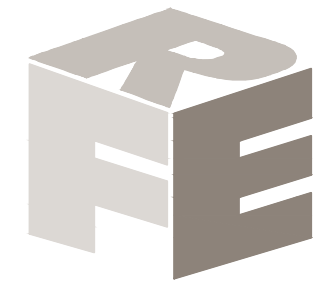
ABC	AGGREGATE BASE COURSE	MAX.	MAXIMUM
AP	ANGLE POINT	MH	MANHOLE
APPROX.	APPROXIMATE	MIN.	MINIMUM
ASPH.	ASPHALT	MSE	MECHANICALLY STABILIZED EARTH
BH	BEGINNING POINT	O/S	OFFSET
BP	BOTTOM OF WALL	PC	POINT OF CURVATURE
BWG	CURB AND GUTTER	PCC	POINT OF COMPOUND CURVE
C	CENTER LINE	PRC	POINT OF REVERSE CURVE
CMP	CORRUGATED METAL PIPE	FGL	PROFILE GRADE LINE
CONC.	CONCRETE	PNT.	POINT
DW	DRIVEWAY	PRC	POINT OF REVERSE CURVATURE
EB	EAST BOUND	PROP.	PROPOSED
EG	EXISTING GRADE	PT	POINT OF TANGENCY
EOG	EDGE OF GRAVEL	PVC	POINT OF VERTICAL CURVATURE
ELEV.	ELEVATION	PVI	POINT OF VERTICAL INFLECTION
ELEC.	ELECTRIC	PVMT.	PAVEMENT
EP	END POINT	R/R	REMOVE & REPLACE
EOA	EDGE OF ASPHALT	R	RIGHT: RADIUS
EX	EXISTING	RAD.	RADIAL
FG	FINISHED GRADE	RCP	REINFORCED CONCRETE PIPE
FT	FLOWLINE	REF.	REFERENCE
GB	GRADE BREAK	ROW	RIGHT-OF-WAY
GR	GUARDRAIL	SECT.	SECTION
HCL	HORIZONTAL CONTROL LINE	SH	SHEET
HDPE	HIGH DENSITY POLYETHYLENE	SDMH	STORM DRAIN MANHOLE
HP	HIGH POINT	SSMH	SEWER MANHOLE
HBP	HOT BITUMINOUS PAVEMENT	STA.	STATION
HMA	HOT MIX ASPHALT	SW	SIDEWALK
IN	INCH	SY	SQUARE YARD
INV.	INVERT	TBC	TOP BACK CURB
LEFT	LEFT	TOP	TOP OF PIPE
LDA	LIMITS OF DISTURBED AREA	TW	TOP OF WALL
LF	LINEAR FEET	TYP.	TYPICAL
LP	LOW POINT	WB	WEST BOUND
		VP	VALLEY PAN

LEGEND

EXISTING	PROPOSED

LEGEND

EXISTING	PROPOSED



ROARING FORK ENGINEERING

592 HIGHWAY 133
CARBONDALE, CO 81623
PH: (970) 340-4130

CHECKED BY: RBG
DRAWN BY: JLG

DRAWN BY
JLG

DATE
06/29/2021

DESIGN
30%

DESCRIPTION
PRELIMINARY

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JOB #: 2021-29

NOT FOR
CONSTRUCTION

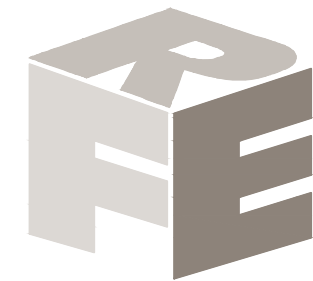
MOUNTAINVIEW FLATS

GLENWOOD SPRINGS, CO

NOTES AND LEGEND

OF 6

NOTES:
1. SNOW STORAGE AREA WILL BE PROVIDED FOR ALL SIDEWALKS, PARKING AREAS, ACCESS DRIVES AND TURNAROUND. LANDSCAPING AREAS AND 10% OF THE REQUIRED OFF-STREET PARKING SPACES WILL BE USED FOR SNOW STORAGE AREAS.



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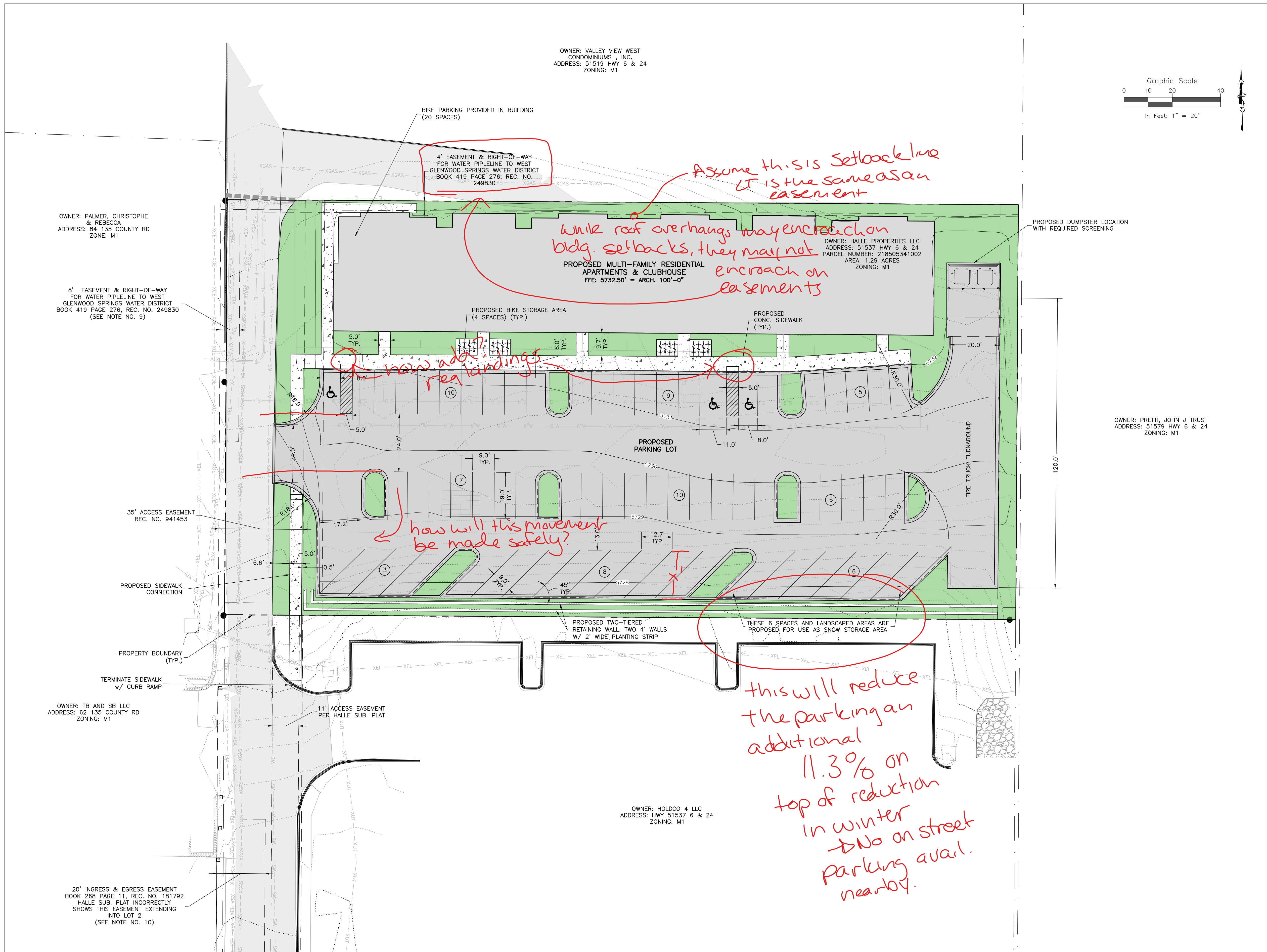
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MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY SITE PLAN

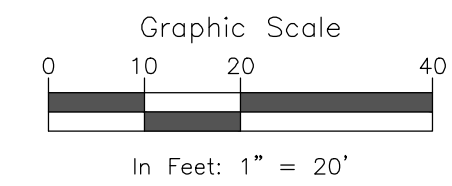
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NOTES:

1. PROVIDE POSITIVE DRAINAGE FROM ALL EXISTING AND PROPOSED BUILDINGS PER BUILDING CODE. THE GROUND IMMEDIATELY ADJACENT TO THE FOUNDATION WALL SHALL BE SLOPED AWAY FROM THE BUILDING AT A SLOPE NOT LESS THAN 5% FOR A DISTANCE OF 10 FEET. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL BE SLOPED A MINIMUM OF 2% AWAY FROM THE BUILDING.
2. VERIFY ELEVATIONS WITH ARCHITECTURAL DRAWINGS.

should comply w/
geotechnical report



ROARING FORK ENGINEERING

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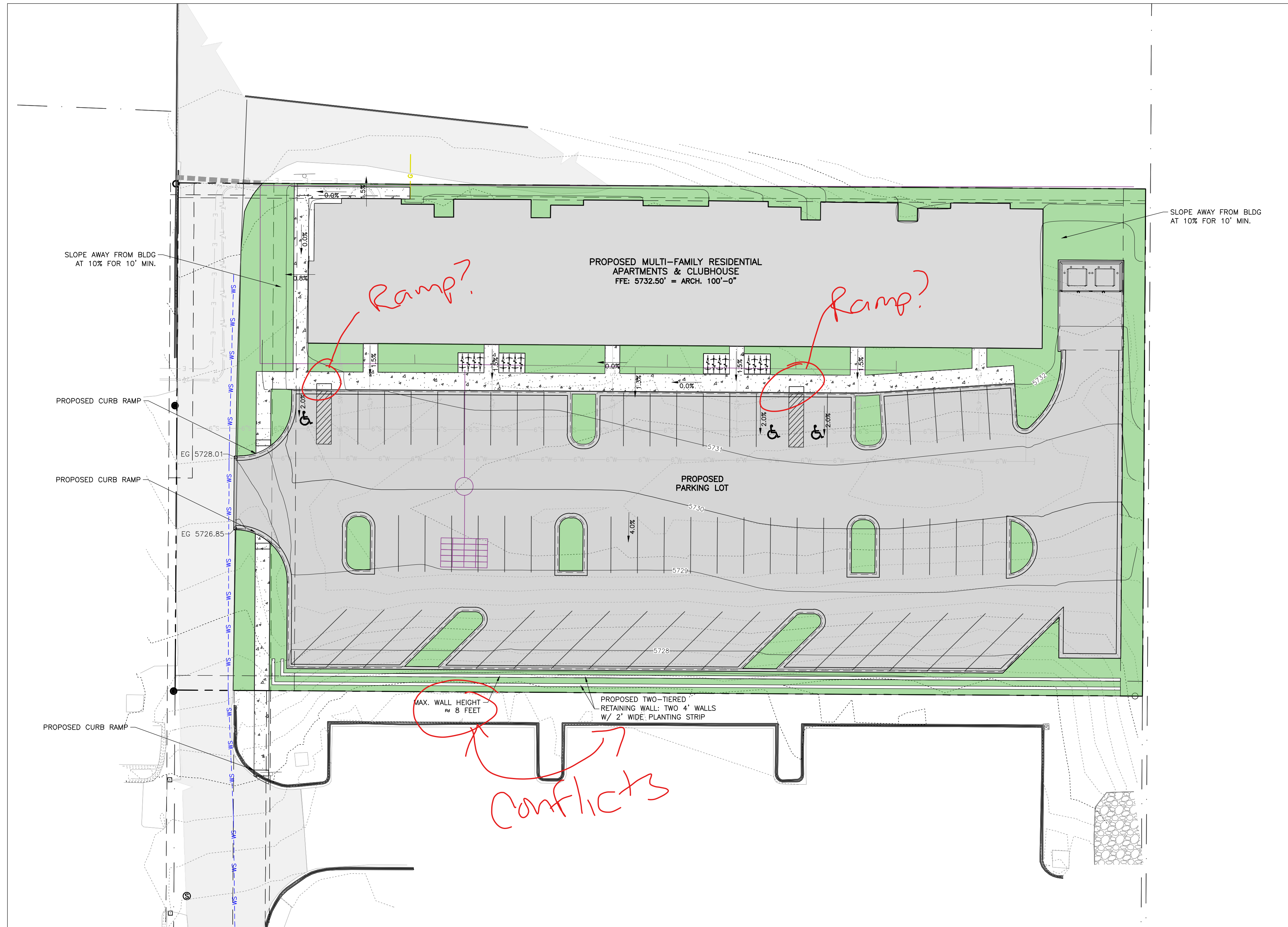
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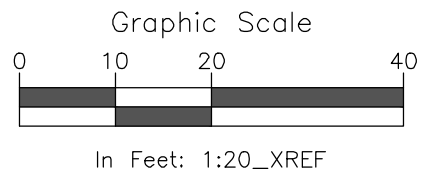
JOB #: 2021-29
NOT FOR
CONSTRUCTION

MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY GRADING
PLAN

C5
OF 6





ROARING FORK ENGINEERING
592 HIGHWAY 133
CARBONDALE, CO 81623
PH: (970) 340-4130

CHECKED BY: RBG
DRAWN BY: JLG

DRAWN BY
JLG

DATE
06/29/2021

DESCRIPTION
PRELIMINARY SUBMITTAL - 30% DESIGN

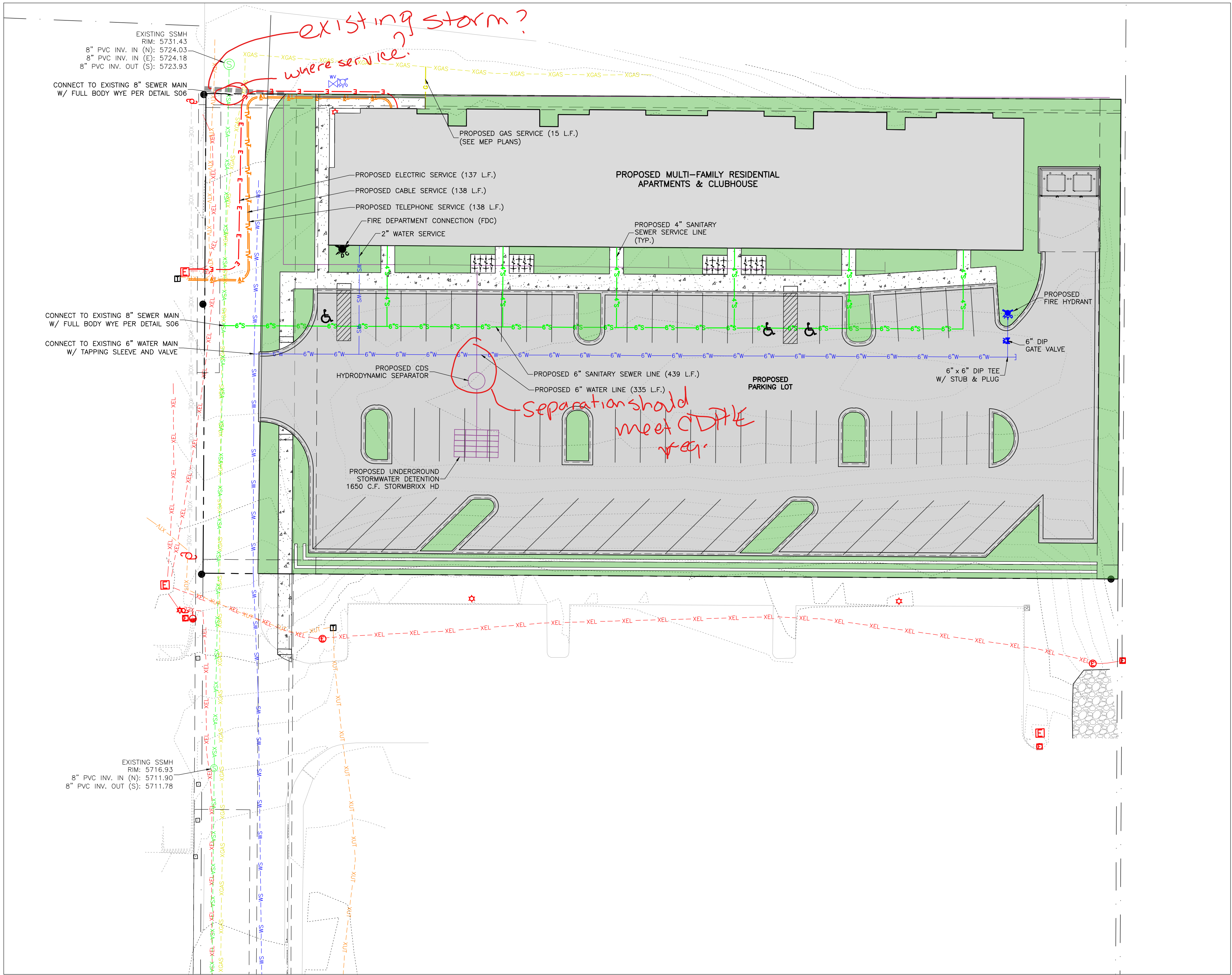
1

JOB #: 2021-29
NOT FOR
CONSTRUCTION

MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY UTILITY PLAN

C6
OF 6



Hi Hannah,

Thanks for sending me your contact information. I see that the recorded agreement has the other two documents included as exhibits. I copied out the section that applies most directly to the additional lane at the intersection. It was the intention of VVW to have the developer of the vacant lot pay for the new lane and widening of the intersection. In effect, they are the straw on the camel's back.

As I mentioned on the phone the traffic on 6&24 is constantly increasing. It becomes more and more difficult to use the intersection. If more residential development goes forward near the mall there will be a significant increase. A traffic signal at our intersection might become warranted. Certainly a pedestrian crossing to the bus stop.

I also mentioned that I had discussed this with Dan Roussin of CDOT and that the extension of the middle lane on 6&24 to this intersection would be a great help. That only requires the elimination of parking on the south edge of 6&24 and restriping.

The current users of this roadway are largely working folks who drive to and from work at about the same time each weekday. Our empty parking lot during the day proves that. The extra lane will be crucial to keeping the intersection usable at peak hours. This will benefit the future renters/owners of a new development just as well.

It might be useful to have the proposed developer perform a physical traffic study on our road and 6&24.

Please let us know what else we might do during the review of this proposed development.

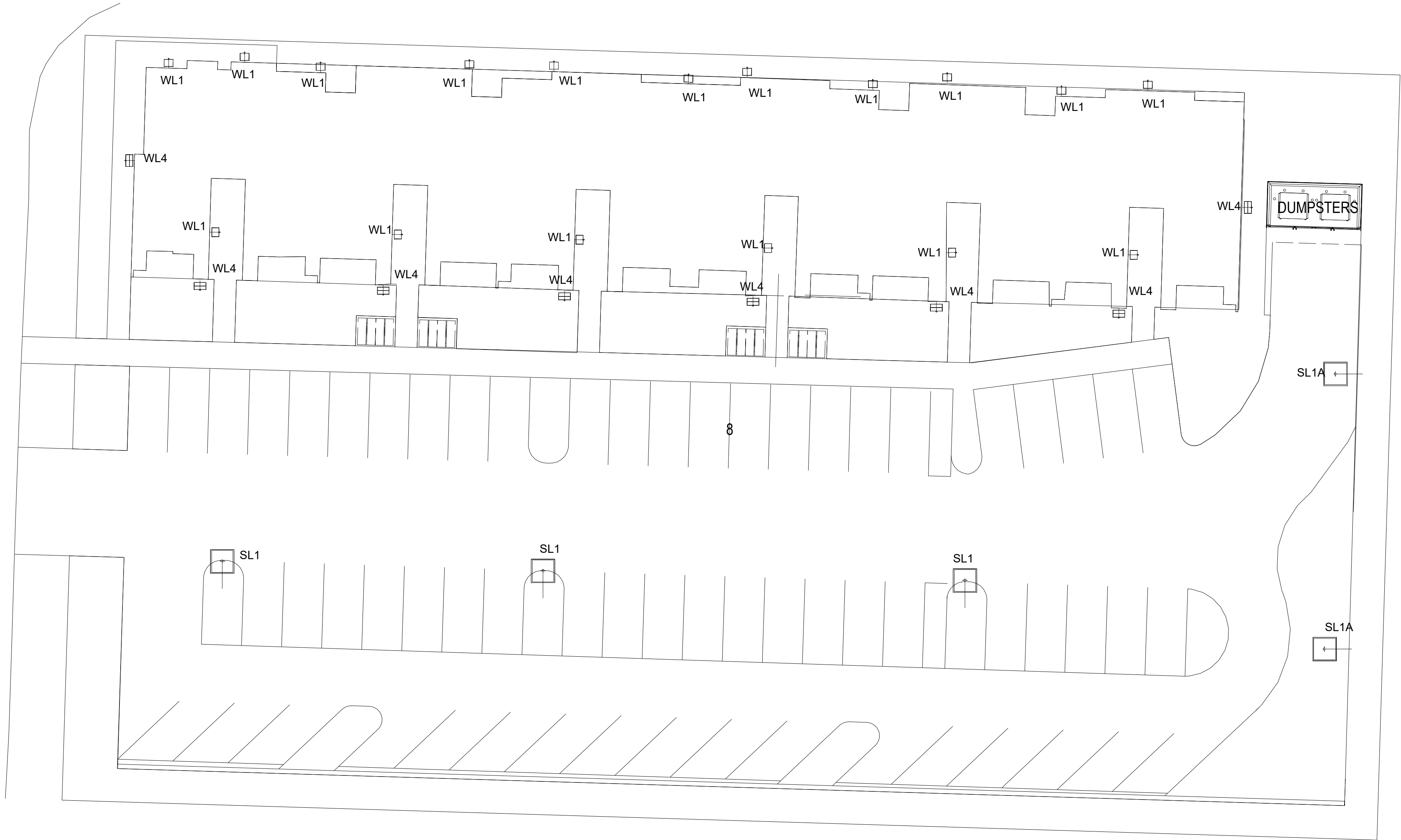
Many thanks,

Patrick Hunter

HOA Board member

Valley View West Condominiums

Exhibit H
Site Lighting Plan
And Calculations

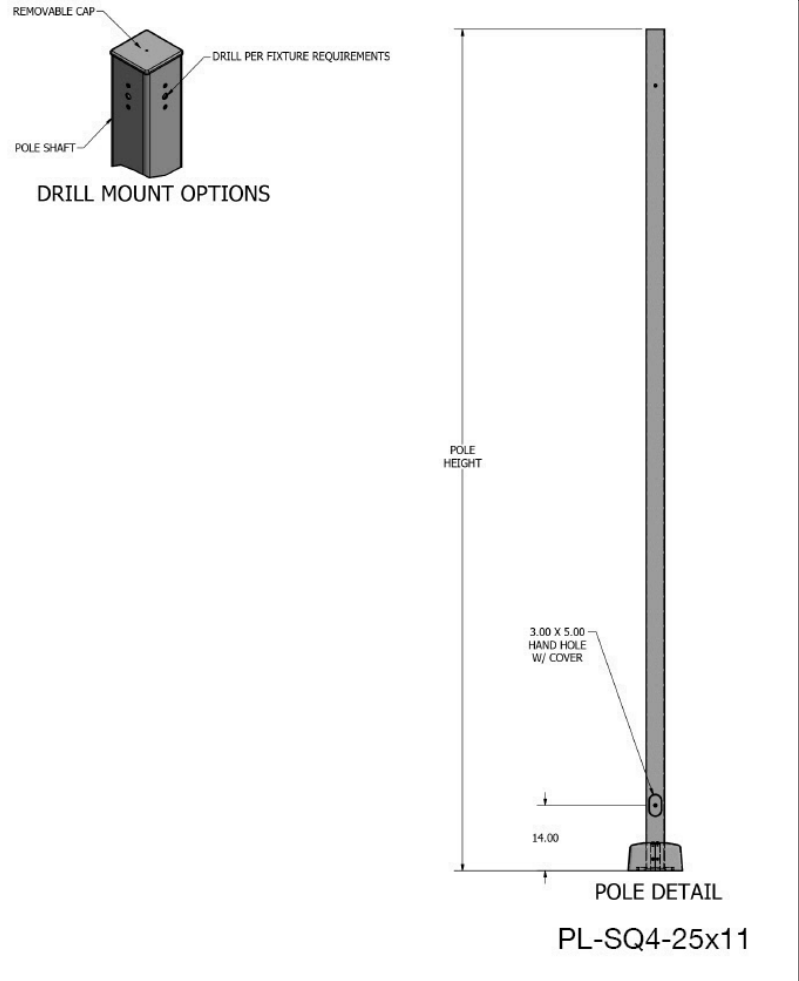


Luminaire Schedule - 21-0819 Mountain View RES-LITE									
Symbol	Qty	Label	Description	Lum. Watts	LED Lumens	BUS Rating	Cutoff Class	IES Class	LER
	3	SL1	100W 3K T5, 2SR Pole, DM19, BRZ Paint	95	11762	S2-US-G2	N.A.	Type V2	120
	2	SL1A	100W 3K T4, 2SR Pole, DM19, BRZ Paint	100	8905	S1-US-G2	N.A.	Type III	85
	17	WL1	8W 3K ADA Cylc, BRZ Paint	8	385	S2-US-G2	N.A.	Type V	49
	8	WL4	15W 3K Wall Downlight, BRZ Paint	15	2058	S1-US-G2	Cutoff	Type II	137

1. All lighting is LED.
2. All lighting is listed by the Design Lights Consortium or Energy Star compliant as designated by the EPA.
3. This site is located in Zoning District M1 and Lighting District 1. Actual footcandles are determined by installation, age, dirt, weather, power input and time.
4. Coordinate SL1A mounting height of 25ft is clear for Garbage Trucks.



TYPE SL1 and SL1A



TYPE SL1 & SL1A



TYPE WL1



TYPE WL4



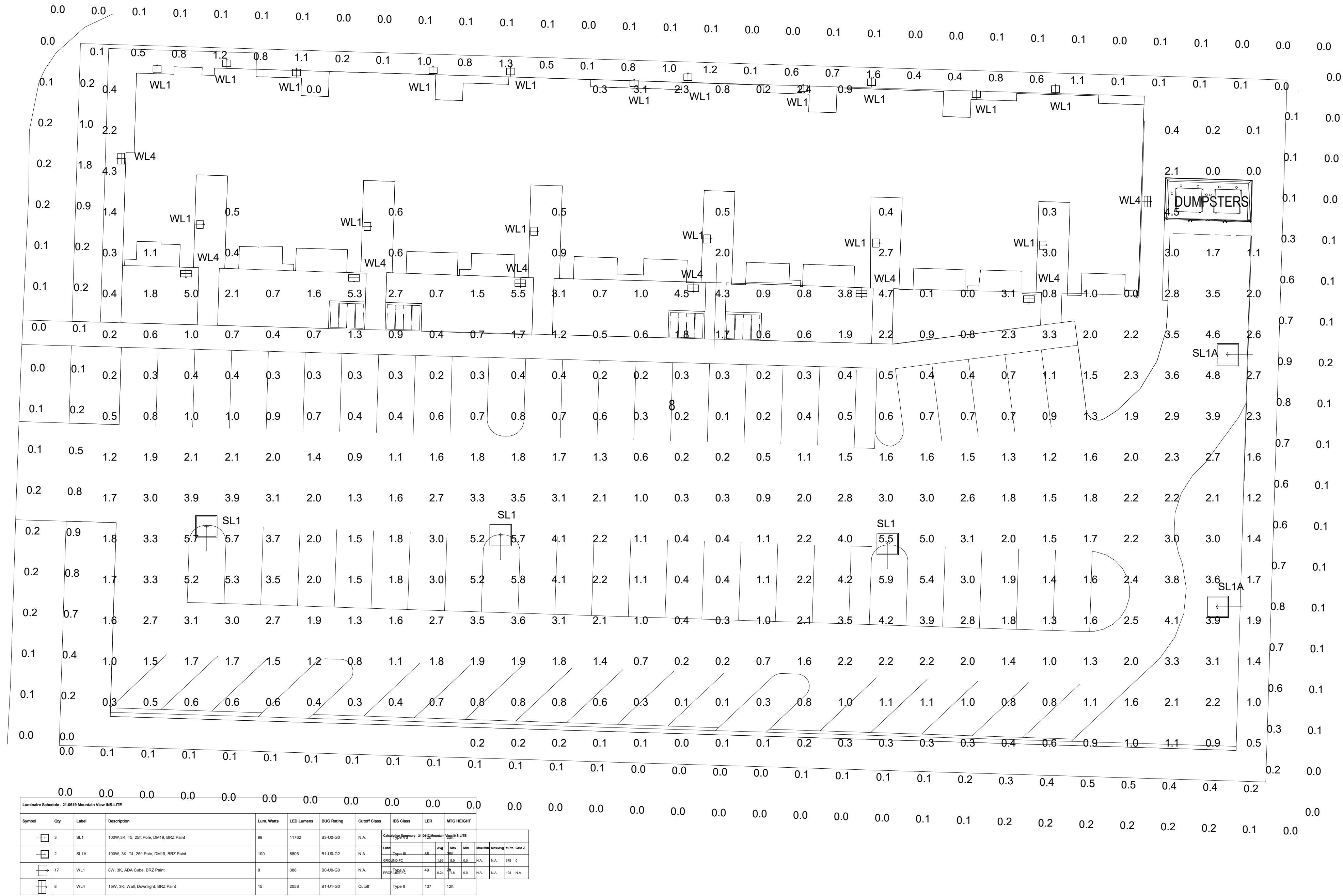
5157 E 64th St
Indianapolis, IN 46220

EMPIRE ELECTRIC
3386 West 100 North
Greenfield, IN 46140

Revisions		Comments	
#	Date		

Drawn By: jrago	Checked By: jrago	Date: 6/19/2021	Scale: 1in = 16ft
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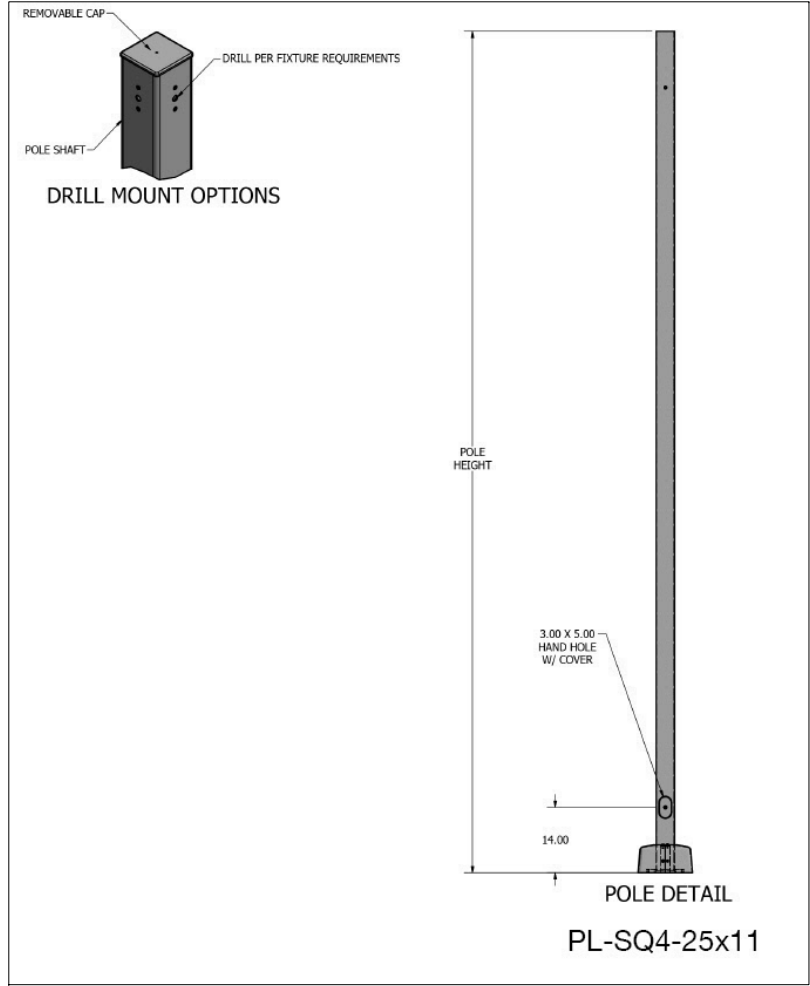
MOUNTAIN VIEW FLATS GLENWOOD SPRINGS, CO	Site Lighting Plan
---	--------------------



1. All lighting is LED.
2. All lighting is listed by the Design Lights Consortium or Energy Star compliant as designated by the EPA.
3. This site is located in Zoning District M1 and Lighting District 1. Actual footcandles are determined by installation, age, dirt, weather, power input and time.
4. Coordinate SL1A mounting height of 25ft is clear for Garbage Trucks.



TYPE SL1 and SL1A



TYPE SL1 & SL1A



TYPE WL1



TYPE WL4



5157 E 64th St
Indianapolis, IN 46220

EMPIRE ELECTRIC
3386 West 100 North
Greenfield, IN 46140

Revisions		Comments	
#	Date		

Drawn By: jrago	Checked By: jrago	Date: 6/19/2021	Scale: 1in = 16ft

MOUNTAIN VIEW FLATS GLENWOOD SPRINGS, CO	Site Lighting Calculations
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Exhibit I
Neighborhood Meeting Information

**PROOF OF PUBLIC NOTICE
PRE-APPLICATION NEIGHBORHOOD MEETING**

I hereby affirm that Public Notice requirements of the Municipal Code of Glenwood Springs have been met for the Pre-Application Neighborhood Meeting held:

virtually via Zoom link included in the Public Notice
(Location)

on Saturday, May 29, 2021 at 4:00 PM
(Date)

Attached are:

1. A list of names and addresses of owners of record of all property within 300 feet of the subject property and registered neighborhood groups that have boundaries including the proposed project site.

Date mailed: May 14, 2021

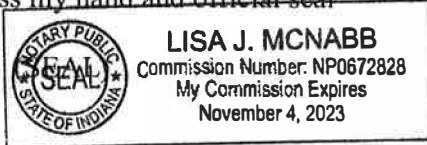
2. A list of the meeting attendees;
3. A summary of the meeting.

Name: RealAmerica Development
Applicant

Date: May 17, 2021

Subscribed and sworn to before me, a notary public in and for the County of
Marion, State of Indiana, this 17 day of
May 2021, A.D.

Witness my hand and official seal



Lisa J. McNabb
Notary Public

My commission expires: _____

ParcelId	OwnerName	OwnerAddress1	OwnerCityStZip
R100051	THUNDER RIVER LODGE INC	0721 COUNTY ROAD 170	CARBONDALE CO 81623
R041544	WILLIAMS, LARRY & SCHWICHTENBERG,	0110 COUNTY ROAD 135 UN	GLENWOOD SPRINGS CO 81
R042088	KIP HAMPDEN LLLP	51429 HIGHWAY 6 & 24	GLENWOOD SPRINGS CO 81
R530034	VILLAGE GREEN, LLC	550 LAZY CHAIR RANCH ROA	ASPEN CO 816113550
R020178	ARBANEY ENTERPRISES LLC	7843 COUNTY ROAD 117	GLENWOOD SPRINGS CO 81
R020076	MUHME, CLARENCE A	119 COUNTY ROAD 135	GLENWOOD SPRINGS CO 81
R020065	MULLINS, KEVIN & GURULE, RENA	0105 COUNTY ROAD 135	GLENWOOD SPRINGS CO 81
R020063	MAGUIRE, JAMES DANIEL	PO BOX 275	CARBONDALE CO 81623
R020143	JEFFERS,GEORGE S REV LIVING TRUST	5724 LONG DRIVE	GRANBURY TX 76049
R020143	JEFFERS, MARY L	5724 LONG DRIVE	GRANBURY TX 76049
R020397	REY, E ALLYN	0033 SUNLIGHT COURT	GLENWOOD SPRINGS CO 81
R020024	BARBER, RUTH E	PO BOX 1035	GLENWOOD SPRINGS CO 81
R020059	PALMER, CHRISTOPHE & REBECCA	PO BOX 1398	GLENWOOD SPRINGS CO 81
R020409	TB AND SB LLC	PO BOX 1931	GLENWOOD SPRINGS CO 81
R083660	HOLDCO 4 LLC	PO BOX 28421	SCOTTSDALE AZ 85255
R020394	PRETTI, JOHN J TRUST	205 MAYCOX AVENUE	NORFOLK VA 235053418
R083661	HALLE PROPERTIES LLC	20225 N SCOTTSDALE ROAD	SCOTTSDALE AZ 85255
R020001	EATON, JOHN K REVOCABLE TRUST & E/48 HOPI		CARBONDALE CO 81623-87
R020001	PETTY, GLADYS & RON LIFE ESTATE		
R020126	37 VALLEY VIEW WEST LLC	129 MAPLE LANE	ASPEN CO 81611
R020341	GREMILLION, REBECCA L	PO BOX 1916	CARBONDALE CO 81623
R020347	KENNEDY, ROBERT & DEBRA & ROARIN	0489 COUNTY ROAD 112	CARBONDALE CO 81623
R020122	STANLEY, DARRELL DEE & MYRTLE EILEE	213 PINE	GLENWOOD SPRINGS CO 81
R020340	GORMAN, DONALD J & LESLEY	1021 PARK WEST DRIVE	GLENWOOD SPRINGS CO 81
R020271	COX, MATTHEW S & SETH B	51519 HIGHWAY 6 & 24 #B2	GLENWOOD SPRINGS CO 81
R020346	VIERHELLER, BRAD	PO BOX 904	GLENWOOD SPRINGS CO 81
R020313	GARCIA, JOSE CELIO & GARCIA VELETA,	PO BOX 2573	GLENWOOD SPRINGS CO 81
R020361	CAZARES, JOSE LUIS	51519 HIGHWAY 6 & 24 #7A	GLENWOOD SPRINGS CO 81
R020100	HOHL, MILDRED A	PO BOX 2701	BASALT CO 81621
R020280	GLENWOOD 22ND LLC	PO BOX 908	GLENWOOD SPRINGS CO 81
R020345	WISNIEWSKA, IRENA	162 W 6TH STREET	GLENWOOD SPRINGS CO 81
R020339	STONE, KAREN E & JOSHUA	51519 HIGHWAY 6 & 24 #A6	GLENWOOD SPRINGS CO 81
R020242	STONE, JAMES T	BOX 3403	GLENWOOD SPRINGS CO 81
R020124	LOYA, ILDEFONSO & GILBERTO	PO BOX 906	GLENWOOD SPRINGS CO 81
R020344	LODGEPOLE GROUP, LLC THE	1015 E HYMAN AVENUE # 3	ASPEN CO 81611
R020310	KENNEDY, DEBRA & ROBERT J	0489 COUNTY ROAD 112	CARBONDALE CO 81623
R020241	TAYLOR, JULISSA O	1605 GRAND AVENUE	SILT CO 81652
R020117	VEGA, NOEL	98 GARFIELD AVE #11	CARBONDALE CO 81623
R020081	WOOLLEY, MICHAEL D	75 COUNTY ROAD 135	GLENWOOD SPRINGS CO 81
R020014	GARCIA, FARIA, ARCELIA	PO BOX 9453	ASPEN CO 81623
R020338	KOVELESKI, ANN	PO BOX 2543	BASALT CO 81621
R020187	HARPER, LYNN AS TRUSTEE OF THE LYNN	141 SUBURBIA AVENUE	SANTA CRUZ CA 95062-1249
R020343	BAILES, GABRIELLE	711 E VALLEY ROAD #101	BASALT CO 81621
R020255	RAMEIL, LARRY & LESLEY	217 CABALLO STREET	CARBONDALE CO 81623979
R020286	YOAS, GREGORY A	2808 JEREMES LANDING	PLANO TX 750751542
R020016	GLENWOOD 22ND LLC	PO BOX 908	GLENWOOD SPRINGS CO 81

R020342	MACFEE, THOMAS J	PO BOX 1441	GLENWOOD SPRINGS CO 81
R020046	SIBLEY, SUSANNE THELMA	PO BOX 506	VAIL CO 816580506
R020365	OSEGUERA IZAGUIRRE, YOVANI	51519 HIGHWAY 6 & 24	GLENWOOD SPRINGS CO 81
R020337	GORMAN, DONALD J & LESLEY	1021 PARK WEST DRIVE	GLENWOOD SPRINGS CO 81
R020270	PEREZ, JESUS	PO BOX 1668	GLENWOOD SPRINGS CO 81
R020336	MOSENZ, MIKHAIL	PO BOX 9434	ASPEN CO 81612
R020004	BOGNER, ELIZABETH C	2401 TULIP STREET	LONGMONT CO 80501
R020004	BOGNER, ROBERT J		
R020004	BOGNER, BARBARA A		
R020047	GREMILLION, REBECCA L	PO BOX 639	CARBONDALE CO 81623
R020329	I G ENTERPRISES LLC	525 W 12TH STREET	GLENWOOD SPRINGS CO 81
R020329	ADLER, ARNOLD B	525 W 12TH STREET	GLENWOOD SPRINGS CO 81
R020084	HUNTER, RAE ANN & PATRICK J	1131 COUNTY ROAD 106	CARBONDALE CO 81623-239
R020237	JSE VENTURES LLC	48 HOPI	CARBONDALE CO 81623
R020058	GLENWOOD 22ND LLC	PO BOX 908	GLENWOOD SPRINGS CO 81
R020229	GLENWOOD 22ND LLC	PO BOX 908	GLENWOOD SPRINGS CO 81
R020128	JJWALSH 51519 V V LLC	5532 LA PLATA CIRCLE	BOULDER CO 80301
R020314	MENENDEZ, IVE B	51519 HWY 6 & 24, UNIT C4	GLENWOOD SPRINGS CO 81
R020191	LODGEPOLE GROUP, LLC, THE	1015 E HYMAN AVENUE #3	ASPEN CO 81611
R020184	COLANERI, JUDITH LUCIA	PO BOX 8653	ASPEN CO 81612
R020164	FAY, JOHN WAYNE & MARIA N	PO BOX 2344	BASALT CO 81621
R020042	PORRAS, PEDRO RIVERA	51519 HIGHWAY 6 & 24 #C4	GLENWOOD SPRINGS CO 81
R020312	ESPARZA, EUSEBIO & SANCHEZ, MAURIL	PO BOX 1031	CARBONDALE CO 81623
R020022	CONN, LAURIE A	9111 TRACY COURT #4	BOCA RATON FL 33496
R020317	MERLOS, DOLORES LORENA	PO BOX 732	GLENWOOD SPRINGS CO 81
R020041	GLENWOOD 22ND LLC	PO BOX 908	GLENWOOD SPRINGS CO 81
R041545	WEST GLEN TOWNHOMES ASSOCIATION	110 COUNTY ROAD 135 UNIT	GLENWOOD SPRINGS CO 81
R020441	VALLEY VIEW WEST CONDOMINIUMS, II	51519 HIGHWAY 6 & 24 #48	GLENWOOD SPRINGS CO 81
R041537	POLOWCHENA, PENNY J	2123 E ROYAL FARM DRIVE A	SALT LAKE CITY UT 8412168
R041540	THOMPSON, ANDREA J	0110 COUNTY ROAD 135 UN	GLENWOOD SPRINGS CO 81
R041541	BARTEK, JOHN LOGAN	110 COUNTY ROAD 135 #F	GLENWOOD SPRINGS CO 81
R041542	RICHARDS, TY C	0110 COUNTY ROAD 135	GLENWOOD SPRINGS CO 81
R041543	SAENZ, ADRIAN ARTURO & NORMA G	110 COUNTY ROAD 135 #H	GLENWOOD SPRINGS CO 81
R041536	STARKEY, JEREMIAH & KERRI	110 COUNTY ROAD 135 #A	GLENWOOD SPRINGS CO 81
R041538	SCHADE, VINCENT	110 COUNTY ROAD 135	GLENWOOD SPRINGS CO 81
R041539	MECSERI, BELA & JOAN	PO BOX 99	SNOWMASS CO 81654

MountainView Flats Neighborhood Meeting – 4:00 PM on May 29, 2021

List of the meeting attendees:

- Ronda Shrewsbury Weybright – President, RealAmerica Development
- Jeff Ryan – Vice President of Development, RealAmerica Development
- Michael Surak – Development Associate, RealAmerica Development

Summary of the meeting:

Please take notice that RealAmerica Development LLC will conduct a pre-application neighborhood meeting for a major site/architectural review and preliminary plat for the construction of a 54-unit multi-family development.

The subject property on which the project is proposed is Lot 2, Block 1 of the Halle Tract Minor Subdivision, in the City of Glenwood Springs, CO, 81601. The site is approximately 1.294 acres in size and is zoned Mixed Use Corridor (M1). More commonly known as the vacant property north of Discount Tire on Hwy 6 & 24. The property is owned by Halle Properties LLC.

Project materials and plans will be presented for community and neighborhood feedback and information. The meeting will be held on Saturday, May 29th at 4:00 PM via Zoom. Please see information below for how to join the virtual meeting.

Topic: Pre-application Neighborhood Meeting - MountainView Flats

Join Zoom Meeting

<https://us02web.zoom.us/j/3923609106?pwd=NEQxSTkrVzdVWWZyazRmSml3bkI3UT09>

Meeting ID: 392 360 9106

Passcode: 6jTEPT

One tap mobile

+13017158592,,3923609106#,,,,*743390# US (Washington DC)

+13126266799,,3923609106#,,,,*743390# US (Chicago)

Dial by your location

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

+1 929 205 6099 US (New York)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 900 6833 US (San Jose)

Meeting ID: 392 360 9106

Passcode: 743390

Find your local number: <https://us02web.zoom.us/u/kdZMB27O79>



Planning and Zoning Commission Report

Date: August 24, 2021
To: Planning and Zoning Commission
From: Hannah Klausman, Assistant Director
Subject: #20-21 Major Site/Architectural Plan Review

REQUEST	Consideration of a Major Site/Architectural Plan review for the construction of a 40-unit multifamily building. The project includes an administratively reviewed and approved Parking Alternative request.
APPLICANT	RealAmerica, LLC
OWNER	Halle Properties, LLC
ZONE	M1-Mixed Use Corridor
LOCATION:	51537 HWY 6 & 24 Directly north of Discount Tire. Parcel Number: 218505341002
SURROUNDING LAND USES	North: Multi-family Residential South: Commercial East: Commercial West: Multi-family Residential
LOT SIZE	1.29 acres (56,192 Square feet)

ACTION ITEMS

Action 1:

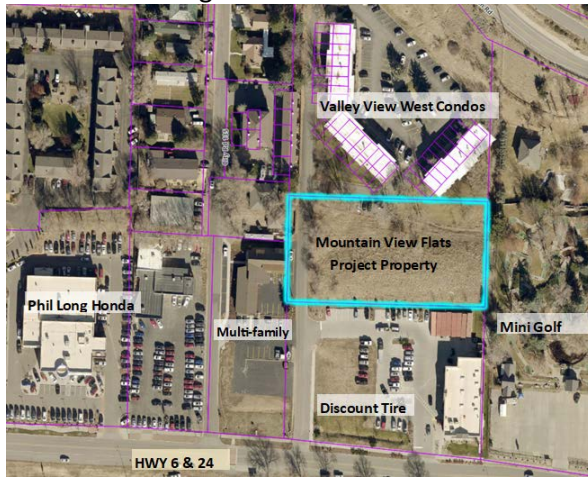
Consideration of a Major Site/Architectural Plan review for the construction of a 40-unit multifamily building in the M1-Mixed Use Corridor zoning district.

Staff recommends **approval** with suggested findings on page 9, and suggested conditions on page of 9-10 of this report.

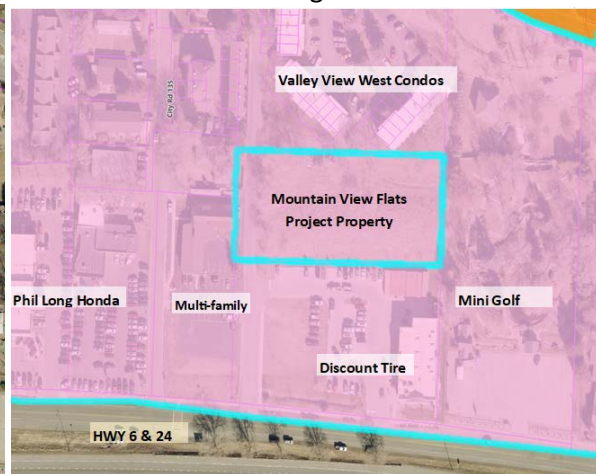
Background & Project Description

MountainView Flats is a 40-unit apartment building located off Hwy 6 & 24 and accessed from a private road. The three- and four-story building will total approximately 40,858 sq. ft. and have a mix of 14 one-bedroom apartments and 26 two-bedroom apartments. Currently the property is vacant undeveloped land. The project is zoned M1 Mixed Use Commercial and is surrounded by a mix of commercial and similar multi-family apartment complexes as illustrated on the following page.

Surrounding uses



Zoning District



Review Process

According to Municipal Code section 070.060.050(a), the construction of 40 multifamily units is classified as a Major Site/Architectural Plan review requiring a public hearing before both the Planning and Zoning Commission and City Council. The Planning and Zoning Commission is a recommending body to Council.

Attached for the Commission's review is the owner's application which includes a project description, civil and architectural plans, and related reports.

PROJECT ANALYSIS

Development Standards

Site layout, building design, parking, landscaping, and other specifics related to development are subject to the Section 070.040 of the *Glenwood Spring Municipal Code* (Code) which outlines the development standards for all land use applications. Staff has provided a summary below and overview of the various applicable standards from Section 070.040., that follows.

Code Standard		Proposal	Requirement Met
Open Space	20% (11,269)	13,011 sq. ft.	Yes
Landscape	15% (8,452)	10,196 sq. ft.	Yes
Parking Lot Landscape			
Surface Area	20% (4290)	4,353 Surface	Yes
Interior	10 Sq. ft/space (640)	Interior (1280)	Yes
Setbacks			
Front	Min 5-Max 60	40' from property line, 25' from street	Yes
Rear	7.5	7.5	Yes
Side	5	7.5	Yes
Height	40 ft	39'10"	Yes
Parking	1.5/unit + Guest (68 or 1.7/ unit)	63 spaces, Admin Reduction (1.57/unit)	Yes
Bike Parking	6	20 long term, 16 short term	Yes
Trash Enclosure	Enclosed	Enclosed with 6' Split Face CMU	Yes
Architecture	Four sided, 5 elements	5 elements on each side	Yes
Storage	1 cubic ft/3 sq. ft (10,847))	12,400 cubic ft.	Yes
Affordable Housing	8 RO, 4 Deed Restricted	8 RO, 4 Deed Restricted	Yes

Site Layout and Building Design

Section 070.040.080 Residential Site and Building design provides standards for multi-family developments related to building orientation, architectural elements, heights, and façade articulation.



90 Perspective View of Rear Elevation



1 Perspective View of the Front

Architectural Elements

Section 070.040.080 outlines that multifamily residential development must have a minimum of five (5) different architectural features on each side of a building. Those features include the following options: 1.

1. Covered porches;
2. Balconies,
3. Prominent entry features;
4. Windows;
5. Door openings,
6. Distinct variations in color (not a slight variation of a similar hue, such as beige or pastel);
7. Variations in materials;
8. Variations in building height;
9. Variation in roof form;
10. Dormers;
11. Projected or recessed building walls; or

12. Another architectural feature as approved by the Director.

The proposed building meets the four-sided design requirement with (1) balconies, (2) windows, (3) door openings, (4) variation in color, (5) variation in material, (6) variation in roof form, (7) variation in roof height, and (8) Projected or recessed building walls on the north and south elevations. In the east and west elevations, the building provides (1) windows, (2) variation in color, (3) variation in material, (4) variation in roof height, and (5) variation in roof form.

Building Materials

The applicant has provided a materials board as part of the included exhibits. Proposed materials include horizontal lap siding, flat wall panels, stone veneer, and corrugated metal accent siding. The creative use of accent building materials to provide variety and visual interest is encouraged in code.

Building height

The proposed building meets the zoning standard of a maximum 40 feet with a proposed 39'10" height on the four-story sections and 29'10" height on the three-story sections. The height measurements are taken at the midpoint of the sloped roof sections per measurement guidelines in Section 070.020.190(d).

Common Open Space

Code requires 20% of the site count towards open space. This site is 56,366 square feet requiring 11,273 square feet of open space. The proposal exceeds the requirement with 13,011 square feet provided. Allowable common open space areas include natural resource and hazard areas, active recreational areas, stormwater management devices, formal plantings and gardens, required landscape areas, and plazas, courtyards and outdoor dining areas.

Each unit is provided a balcony, and access to a community room, ski lockers, enclosed bike storage, and a pet spa area. There are 20 bicycle storage spaces located on the ground floor in addition to 16 exterior short-term spaces provided.

Landscaping

Code requires 15% of the site be landscaped. The applicant is providing 10,196 square feet of landscaping or approximately 18% of the lot area. This includes a heavily landscaped strip between the building and sidewalk provided along the private access road.

Code requires of 1 street tree per 75 linear feet of street frontage which for this property is 3 street trees. The proposal includes 6 trees located on the private road in a planting strip bordering the sidewalk.

Off Street Parking and Loading

Section 070.030.020(e)/Table 030.1 Table of Allowed Uses outlines 1.5 spaces per multi-family dwelling unit and one guest space per five dwelling units requiring 68 total spaces for the current proposal, or 1.7 per unit. 63 spaces are proposed in a surface parking lot located to the south of the building.

The applicant submitted a parking alternative request per code Section 070.040.060 (e) which allows the Director of Community Development to consider and approve consideration of alternative to the off-street parking spaces. The reduction of 5 spaces constitutes a 7% reduction in required spaces. The applicant cited proximity to an active transit stop, and additional bicycle parking above what is required to satisfy the parking alternative criteria. The notice of Director approval is attached as an exhibit in the application materials.

Access and Circulation

The project property is accessed via a private road that serves 5 properties including Valley View West Condos with 52 units, a 13-unit multi-family apartment building, a Single-Family Home, and Discount Tire. The properties have a private access and maintenance agreement for the private street which includes possible future plans for an additional auxiliary turn lane onto HWY 6. These plans have not been approved by CDOT and would need to be incorporated into the CDOT access permit for approval if warranted.

Traffic Impact

The applicant has submitted a Traffic Impact Study for the proposal. Traffic generation for the multi-family use is summarized in the table below.

Table 5: Private Access Road Volumes

Scenario	AM Volume (vph)	PM Volume (vph)	Sat Volume (vph)
Background 2042	42	55	45
Site Generated	15	18	22
Total 2042	57	73	67
% of Background	35.7%	32.7%	48.9%

The proposed development is expected to generate 194 external vehicle trips over the course of an average weekday, including 15 trips during the morning peak hour, 18 trips during the evening peak hour, and 22 trips during the Saturday peak hour. The proposed project is anticipated to add more than twenty percent (20%) traffic growth to the Private Access Road. Therefore, a new State Highway Access Permit will be required for the Private Access Road. Staff has included this as a condition of approval.

Community Housing (070.045)

The requirement to provide deed restricted community housing was added to the Code on April 1, 2021. Any residential development proposing 10 or more new dwelling units is required to set aside 20% of the units as deed restricted resident-occupied community housing and 10% of the units as deed restricted to 100% Area Median Income (AMI) rent affordability level. As the applicant points out in the narrative, Mountain View Flats will have 8 resident occupied units and 4 units affordable to 100%AMI.

The Community Housing Guidelines adopted by City Council requires, *“The mix of bedroom configuration and housing type for community housing units provided in the HMP shall closely mirror the mix of bedroom configuration and housing type of the market rate units in a development.”*

Mountain View Flats is 40 units with 24 one-bedroom units, or 35% of the project, and 26 two-bedroom units or 65% of the project. The applicant has proposed the following deed restricted unit mix breakdown:

Proposed AMI Deed Restricted:

- o 2 – One-bedroom / one-bathroom (50%)
- o 2 – Two-bedroom / one-bathroom (50%)

Proposed Resident Occupied Deed Restricted:

- o 3 – One-bedroom / one-bathroom (37%)
- o 5 – Two-bedroom / one-bathroom (63%)

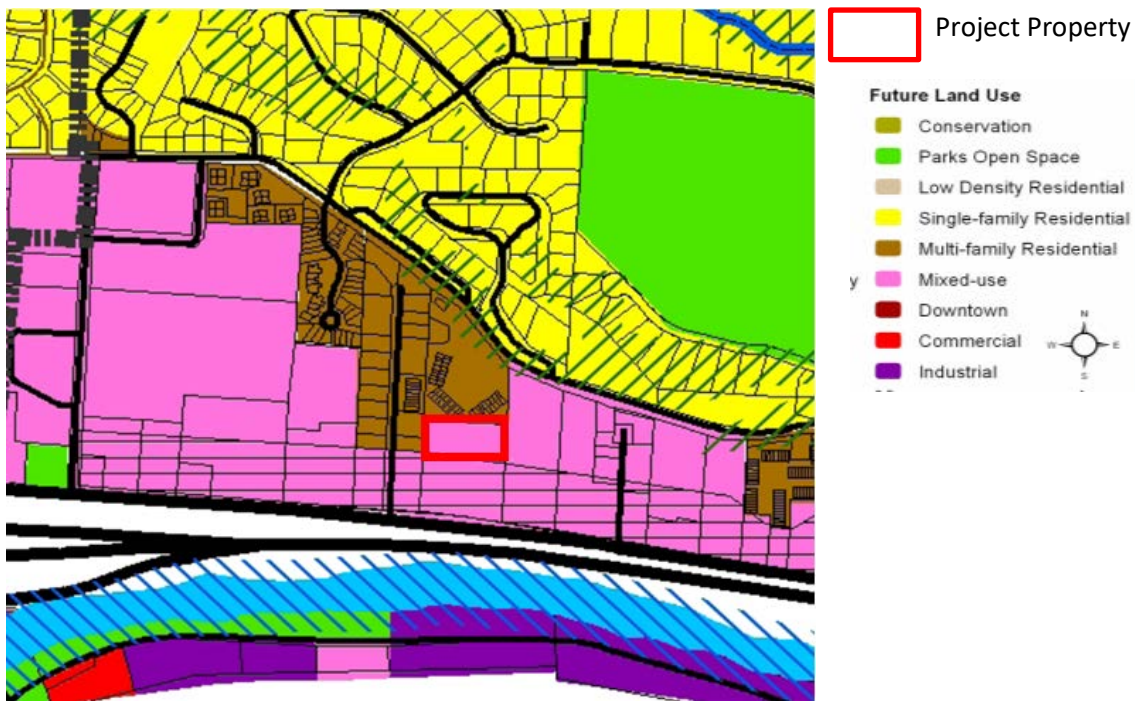
To mirror the market rate unit mix, staff recommends altering the mix of AMI deed restricted units more closely to a single one-bedroom unit, and three two-bedroom units. Staff has included this as a condition of approval.

Drainage and Geotech reports

The applicant submitted Geotechnical and Drainage reports that include recommendations for the property and construction of the building. The proposal is in conformance with the City of Glenwood Springs submittal criteria. Staff has included a condition that the recommendations of both reports be followed.

Compatibility with the Comprehensive Plan

The property is identified in the future land use map of the comprehensive plan as Mixed Use as indicated below. The Mixed-use land 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.



Numerous community goals and related objectives and strategies are outlined in the Executive Summary and subsequent chapters of the Comp Plan which are summarized in the following table.

<u>Comprehensive Plan Goal Supported</u>	<u>Objective and Strategies</u>
Promote long-term, sustainable, diverse, economic development	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34)
Staff Comment: The objectives/strategies outlined above are supported by the current application as it includes compact infill development.	
Preserve small town character while maintaining the livability of Glenwood Springs and increasing the vibrancy and commercial	-Develop according to the vision (Chapter 4, Page34) -Direct development into a compact form: infill

success of the downtown	and redevelopment (Chapter 3, Page 34) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill, as proposed, makes improvements more cost effective. The design of the project is in character with those surrounding the site.	
Address transportation and provide multiple convenient travel choices	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Encourage reduction of single occupant vehicles and encourage alternate travel modes through land use planning and community design (Chapter 5, Page 66)
Staff Comment: Dense infill in a mixed-use area, as proposed, is a land use strategy used to address transportation issues per the Comp Plan which also encourages the use of public transportation to reduce single occupancy vehicle use.	
Direct development to locations and building forms that are cost effective to serve	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Direct growth to areas where utilities and services can be provided efficiently (Chapter 7, Page 82) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Infill/redevelopment, as proposed, makes improvements more cost effective. Therefore, the objectives/strategies associated with the project support the Comp Plan goal.	
Provide housing opportunities for the entire community	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Require good design for mixed-use and higher density project (Chapter 6, Page 78)
Staff Comment: Infill/redevelopment, as proposed makes improvements more cost effective while providing a nice aesthetic. Therefore, the objectives/strategies associated with the project support the Comp Plan goal.	
Support social diversity	-Direct development into a compact form: infill and redevelopment (Chapter 3, Page 34) -Require good design for mixed-use and higher density projects (Chapter 6, Page 78) -Direct growth inward (Chapter 9, Page 102)
Staff Comment: Dense infill in a mixed-use area, as proposed, is a land use strategy to address transportation issues per the Comp Plan which encourage the use of public transportation and reduce single occupancy vehicle use. Infill/development allows for easier access to goods/services for the entire community.	

The current proposal complies with the *Future Land Use* map designations and descriptions and goals and objectives outlined above.

Site/Architectural Plan Review Approval Criteria

A Major Site/Architectural Plan Review application must adhere to the approval criteria outlined in Section 070.060.050(6) of the Code as outlined in ***bold italics*** below. Other language is provided by staff.

a. The site/architectural plan is consistent with the general purpose and intent of this Code;

The general purpose of the Code is to protect the public health, safety, and welfare of the city and to

implement policies, goals including those in the Comprehensive Plan. More specifically, the intent of the Development Code among other things, is to create the best built environment by promoting orderly, efficient development; to provide for a variety of housing and densities, including workforce housing; to regulate the development based on impacts; and to provide minimum standards for design and improvement of the land and buildings to ensure that each building site is capable of accommodating its intended use.

Staff believes the development is consistent with the general purpose and intent of the code.

b. The site/architectural plan is consistent with the dimensional, design, development, and all other standards of this Code;

As outlined above, staff found that the proposal is consistent with the standards of the development code. No variances from code have been requested for this development.

c. The site/architectural plan is consistent with any previously approved plat, PUD, or any other precedent land use approval; and

There are no other precedent land use approvals for this property.

d. The site/architectural plan is consistent with the Comprehensive Plan and other adopted City policies and plans.

As addressed in detail above, the current proposal is in compliance with the *Future Land Use* map designations and descriptions and goals and objectives of the Comp Plan.

COMMENTS

Staff distributed the application to the city's departments for review and comment. Those comments are attached to this report.

The Engineering Department provided comments to the provided civil plans on design and function. Comments included parking lot design, easement locations, and drainage functions.

Public Works comments included those regarding service line installation and design requirements as well as design standards for the private access road.

Fire had comments regarding the turning radius aspects of the parking lot for emergency vehicle accessibility.

Planning comments included requests for additional information on personal storage measurements, affordable housing unit mix.

One public comment was submitted via email from a Valley View West HOA representative regarding the private access agreement between the properties related to traffic. That is included as an attachment to this report.

ACTION ITEMS AND STAFF RECOMMENDATIONS

Section 070.060.030(g)(1)d outlines the review and decision procedures for applications being

considered by the Planning and Zoning Commission and/or City Council. The Commission may approve, approve with conditions, or deny the application based on the applicable approval criteria listed in the application-specific procedures. The Commission may also continue the hearing to with a request for specific additional information.

Action 1:

Consideration of a Major Site/Architectural Plan review for the construction of a 40-unit multifamily building in the M1-Mixed Use Corridor.

Staff recommends **approval (with conditions)** of the Major Site/Architectural Plan Review with the following findings and conditions:

Recommended Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. The site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan is consistent with goals and objectives of the Comprehensive Plan.

Suggested Conditions:

1. The development shall comply with the requirements of the Code. Any future physical changes or improvements to the property or buildings are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
2. The owner 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.
3. The owner shall comply with recommendations identified in the technical reports submitted as part of the application including but not limited to Geotechnical and Drainage.
4. Prior to submitting a building and/or grading permit application, the owner shall -
 - a. Revise landscape plan (L1) to match site plan (a1.1) for parking lot configuration.
 - b. Submit a Final Plans application in accordance with Municipal Code section 070.060.050(c).
 - c. Provide plans for all recommended improvements as indicated in the Traffic Study.
 - d. Provide agreement from Discount Tire to construct a portion of a sidewalk and crosswalk on the northwest corner of the property to tie into site sidewalks per Traffic Study recommendations.
 - e. Submit evidence of CDOT Access permit.
 - f. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.
 - g. Enter into a Development Agreement that memorializes the development approvals.
5. At the time of Construction Plans review the owner shall submit all required civil and architectural plans and related reports that demonstrate compliance with Code requirements and the

Engineering Standards, including applicable comments provided by the City staff.

6. Prior to issuance of the building permit, the owner shall –
 - a. Submit a Housing Mitigation Plan for approval that includes staff recommended unit mix breakdown of 8 resident occupied units including 3 one-bedroom units and 5 two-bedroom units, and 4 AMI deed restricted units consisting of a single one-bedroom unit and 3 two -bedroom units.
 - b. Submit and record a deed restriction agreement for all units satisfying Section 070.045 Community Housing Standards for all Resident Occupied and deed restricted units to the satisfaction of the City or it's designee.
 - c. Pay all required system improvement fees including but not limited to water, sewer, parkland, school land, and Fire/EMS.
7. Prior to issuance of the Certificate of Occupancy, owner shall
 - a. Provide as-built plans and an Improvement Survey Plat per the Engineering Standards.

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:

Consideration of a Major Site/Architectural Plan review for the construction of a 36-unit multifamily building in the M2-Mixed Use Central Core zoning district. I move to **DENY** finding that -

1. The site/architectural plan is not consistent with general purpose and intent of the Code because **[insert reasoning]**;
2. The site/architectural plan is not consistent with dimensional, design, development, and other standards of this Code **[insert where you find inconsistencies with Code requirements]**; and
3. The site/architectural plan is not in conformance with **[insert applicable Comp Plan or other City plan or policy sections here]** of the Comprehensive Plan and other City plans and policies.



MINUTES

**City of Glenwood Springs
Planning and Zoning Commission
Regular Meeting
August 24, 2021
Council Chambers, First Floor
101 W. 8TH STREET
6:00PM**

4:30PM SITE VISIT

- A. Commissioners visited site of Planning File 60-20 - Consideration of a Major Site/Architectural Plan Review application below. The subject property is Lots 11 C-B and 11 C-C of Glenwood Meadows Subdivision No. 6, adjacent to Flat Top View Drive and Wulfsohn Road (PIN: 2185-081-41-002 and 2185-081-41-003).

6PM REGULAR SESSION

This meeting was held **IN PERSON** and via Zoom

1. Roll Call

Present at roll call were Commissioners:

Marco Dehm, Carolyn Cipperly, Sumner Schachter, Ben West, Joy White, George Shaver, Peter Waller

Absent at roll call were Commissioners:
Also present were:

Amber Wissing
Asst. City Manager Jenn Ooton, Asst. Community & Economic Dev. Director Hannah Klausman, Senior Planner Trent Hyatt, City Attorney Richard J Peterson-Kramer, Assistant City Engineer Jessica Bowser

2. Seating of Alternate Commissioner

Commissioner Dehm made a motion to seat Alternate Commissioner Waller. Commissioner Cipperly seconded the motion.

Motion passed unanimously.

3. Planning File #20-21 Major Site/Architectural Plan Review. Consideration of a Major Site/Architectural Plan review for the construction of a 40-unit multifamily building. The project includes an administratively reviewed and approved Parking Alternative request.

Commissioner Dehm noted that Commissioner Wissing, previously absent at roll call, joined the dias.

Assistant Director Hannah Klausman presented project specifics for code compliance with building design and layout, parking, open space, and Inclusionary Zoning. Ms. Klausman explained the project meets all development code requirements. Staff included conditions for a small change to the unit mix of inclusionary housing units, as well as evidence of a CDOT access permit as indicated in the submitted Traffic Report.

The applicant gave a short presentation and introduction of Real America LLC and how the project has been altered, including reduced density from 54 units, from the original submission.

Commissioners asked about

- Private Road easement and the alignment of the narrowing road with the proposed project.
- Consideration of realigning the sidewalk to extend further north to the boundary with Valley View West Condominiums to benefit more residential properties.
- Building orientation and decision to have the parking in the front.
- Retaining walls on the south property line and need or differentiation.
- Details of the CDOT access permit.
- Desire for drought tolerant plant type consideration for the landscape plan.

The applicant indicated they would agree to realigning the sidewalk, adding recessed sections to the retaining wall with tiered configuration, and the staff condition for inclusionary housing requirements and make changes prior to City Council review.

Commissioner Cipperly motioned to approve Planning Item 20-21 with findings and conditions from the staff report. Commissioner Waller seconded the motion.

Motion passed unanimously 7-0.



365 River Bend Way • Glenwood Springs, CO 81601 • Tel 970 927 3690 • landstudio2@comcast.net

September 7, 2021

Hannah Klausman, AICP
Assistant Director, Economic and Community Development
City of Glenwood Springs
101 W. Eighth Street
Glenwood Springs, CO 81601

Re: MountainView Flats Major Site/Architectural Plan Application Supplemental Information.

Dear Hannah:

The following packet is being provided for the Glenwood Springs City Council to illustrate and describe requests of the Applicant by the Glenwood Springs Planning and Zoning Commission in their review of this Application. The following is a list of revisions shown in this package:

- A revised landscape plan illustrating the requested change to the site showing realignment of the sidewalk running on the west edge of the property to create a straight line rather than with a jog toward the building.
- Also on the landscape plan is the revised retaining wall layout.
- Tables and seating with a gas grill have been added to the landscape plan.
- A revised site layout from Roaring Fork Engineers showing the sidewalk update and retaining wall revision.

As mentioned, this supplemental package addresses requests from the Planning and Zoning Commission at their August 24, 2021 meeting. Please email or call with discussion as needed prior to the City Council September 16, 2021, review of this project.

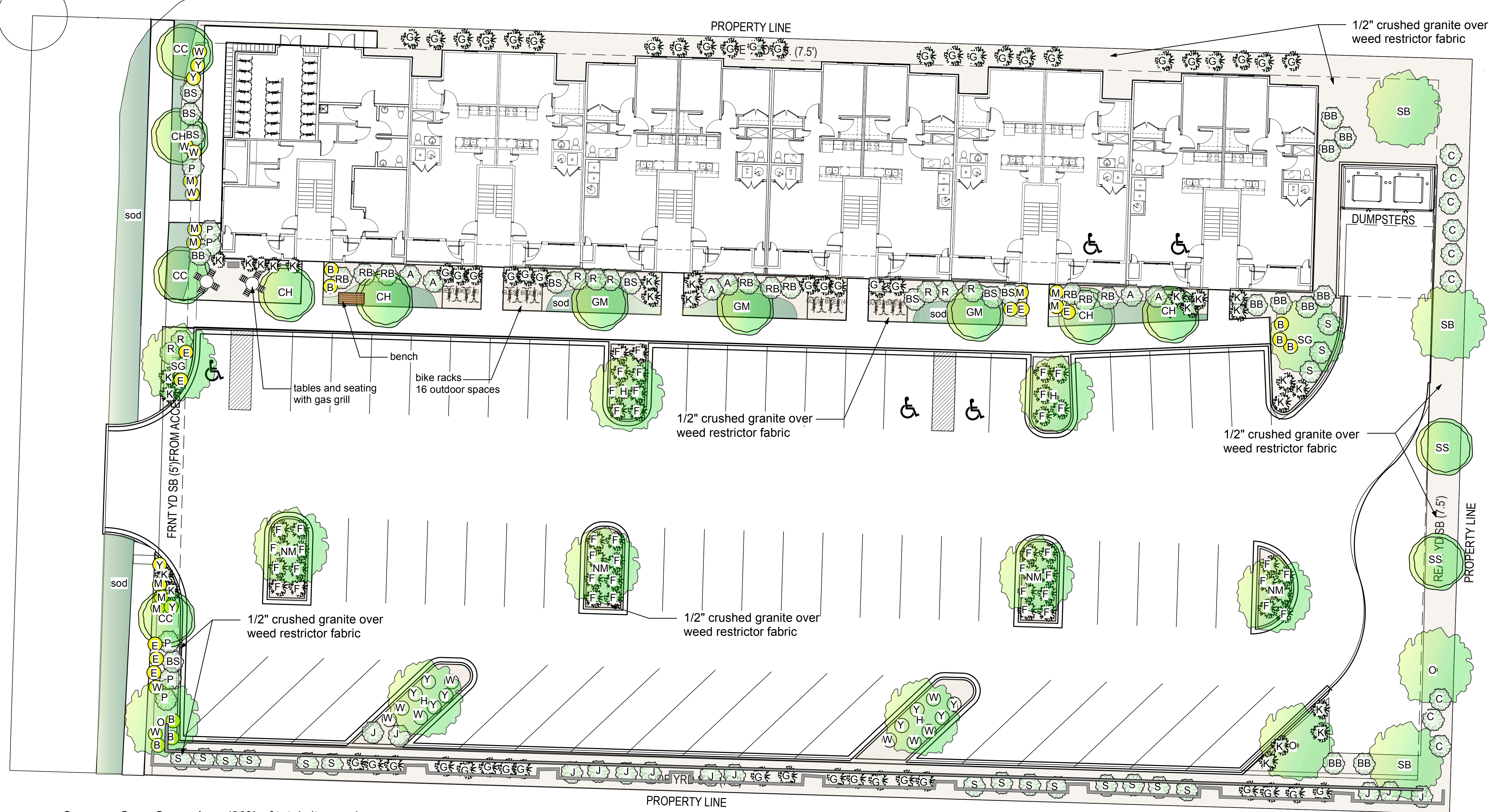
Kind regards,

THE LAND STUDIO, INC.

By:



Douglas J. Prater



Common Open Space Area (20% of total site area)

Total site area = 56,345 sq. ft.
56,345 sq. ft x 20% = 11,269 sq. ft required Common Open Space
Actual Common Open Space = 12,871 sq. ft. (22.8%)

Minimum Landscaped Site Area (15% of total site area)

Total site area = 56,345 sq. ft.
56,345 sq. ft x 15% = 8452 sq. ft required landscaped site area
Actual Landscaped Site Area = 10,196. (not including parking landscape)

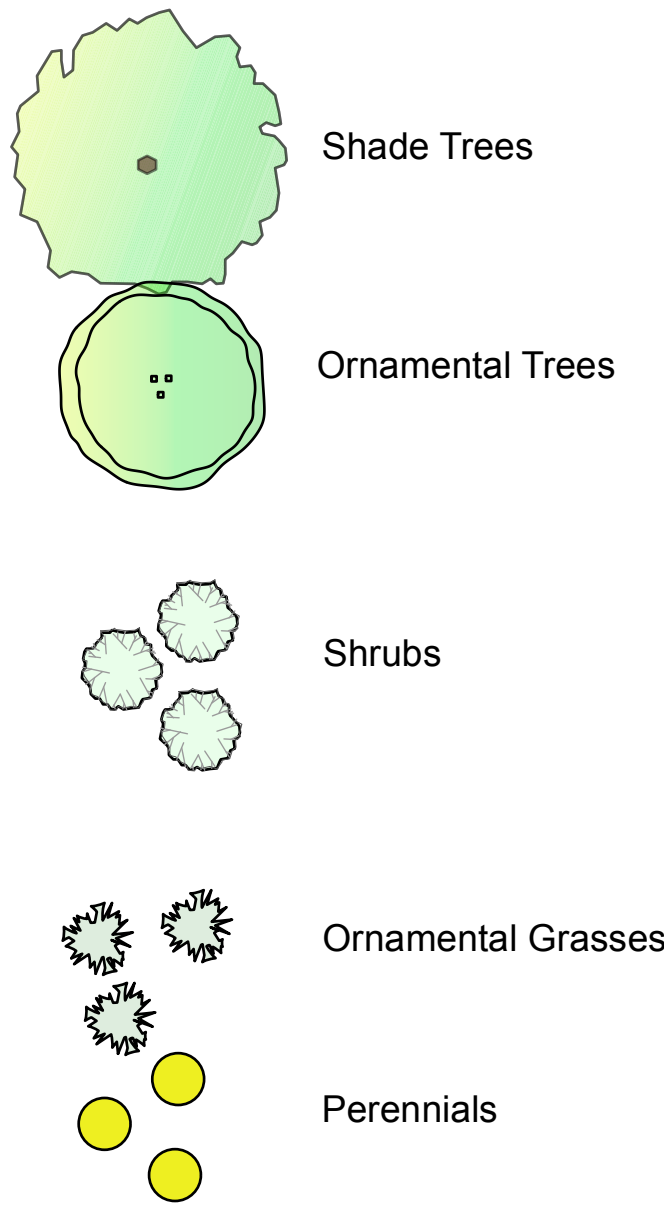
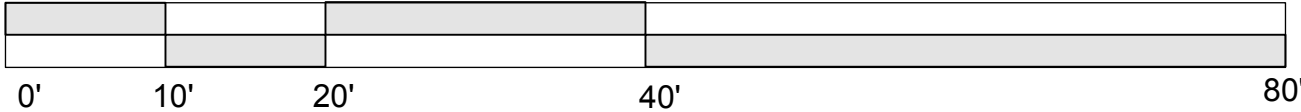
Parking Landscaped Area

Parking surface area = 21,452 sq. ft.
21,452 sq. ft x 20% = 4,290 sq. ft required landscaped parking area
Actual Parking Landscaped Area = 4,353 sq. ft.

Interior parking requirements = 640 sq. ft. of landscaping
Actual Interior parking landscape = 1280 sq. ft.

Landscape Requirements

Perennials: 1 per 50 s.f. of required landscape = 169
Shrubs: 1 per 100 s.f. of required landscape area = 85
Trees: 1 per 400 s.f. of required landscape area = 21
Parking Lot trees: 1 per 8 spaces = 8



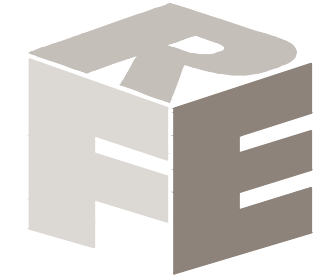
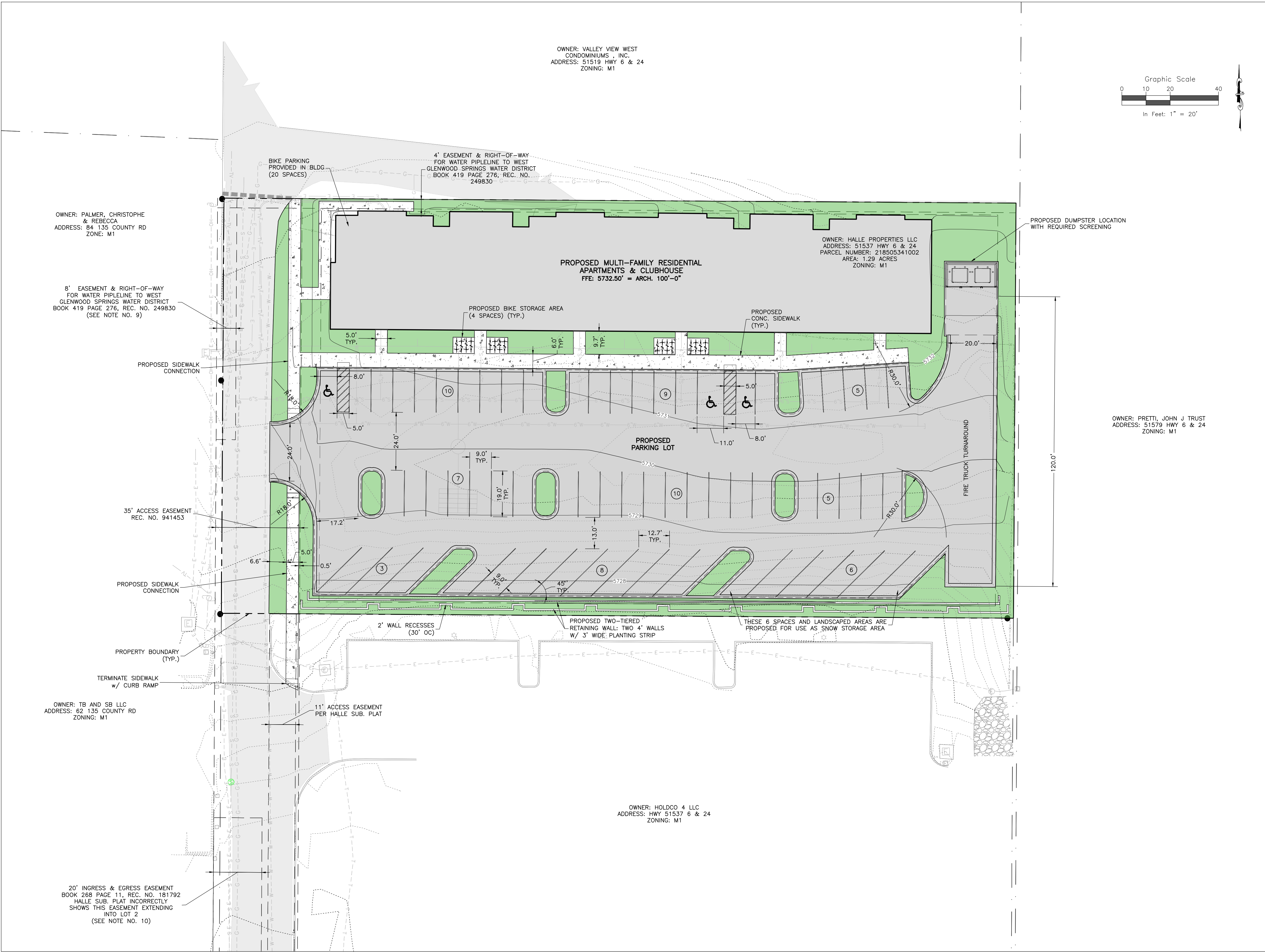
Deciduous Trees		Size	Qty
SB	Sensation Boxelder Maple	2.5" cal	3
H	Imperial Honeylocust	2.5" cal	4
O	Bur Oak	2.5" cal	3
SS	Crabapple 'Spring Snow'	2" cal	2
SG	Sienna Glenn Maple	2.5" cal.	2
CH	Russian Hawthorn	2" cal	5
GM	Ginnala Flame Maple	2" cal	3
CC	Canada Red Chokecherry single stem	2.5" cal	3
NM	Norway Maple 'Emerld Queen'	2.5" cal	4
		Total Trees	29
Shrubs,			
All shrubs #5 container			
BB	Compact Burning Bush	Euonymus alatus 'Compactus'	10
C	Cheyenne Privet	Ligustrum vulgare 'cheyenne'	9
J	Purple Leaf Plum	Prunus cistena	11
BS	Blue Mist Spirea	Caryopteris x clandonensis 'Blue Mist'	9
RB	Crimson Pygmy Barberry	Berberis thunbergii 'Crymson Pygmy'	9
S	Gro-Low Sumac	Rhus aromatica 'Gro-low'	17
P	Potentilla Gold Drop	Potentilla Fruticosa 'Gold Drop'	6
R	Nearly Wild Rose	Rosa x 'Nearly Wild'	8
A	Anthony Waterer Spirea	Spiraea Japonica 'Anthony Waterer'	6
		Total Shrubs	85
Perennials & Grasses			
#1 container			
K	Karl Foerster Grass	Calamagrostis acutiflora 'Karl Foerster'	23
G	Heavy Metal Switch Grass	Panicum Virgatum 'Heavy Metal'	54
F	Blue Fescue Grass	Festuca ovina glauca	41
B	Black-Eyed Susan	Rudbeckia fulgida 'Goldstrum'	8
E	Firecracker Penstemon	Penstemon Eatonii	8
M	May Night Salvia	Salvia nemorosa 'May Night'	9
Y	Moonshine Yarrow	Achillea 'Moonshine'	12
W	Walker's Low Catmint	Nepeta x faassenii	14
		Total Perennials	169

Notes

- Warranty plants and trees for one year after final acceptance. Replace dead or dying materials not in vigorous, thriving condition as soon as weather permits.
- Determine locations of underground utilities and perform work in a manner which will avoid possible damage.
- Plants shall be specimen quality, typical of their species or variety.
- Plant trees and shrubs in pits 12' larger than tree ball, backfill with a mix of 2 parts topsoil and 1 part Nutri-Mulch.
- Install "Weed Restrictor Fabric" between crushed rock and ground.
- All plant materials in crushed rock will be irrigated with an underground drip zone system.
- All sod areas will be irrigated with an underground system utilizing rotating sprinkler nozzels.
- Weather based irrigation controls shall include functioning soil moisture sensors and a rain sensor as components of the system.

NOTES:

1. SNOW STORAGE AREA WILL BE PROVIDED FOR ALL SIDEWALKS, PARKING AREAS, ACCESS DRIVES AND TURNAROUND. LANDSCAPING AREAS AND 10% OF THE REQUIRED OFF-STREET PARKING SPACES WILL BE USED FOR SNOW STORAGE AREAS.



ROARING FORK ENGINEERING
592 HIGHWAY 133
CARBONDALE, CO 81623
PH: (970) 340-4130

CHECKED BY: RBG
DRAWN BY: JLG

DRAWN BY
JLG

DATE
06/29/2021

DESCRIPTION
PRELIMINARY SUBMITTAL - 30% DESIGN

1

JOB #: 2021-29
NOT FOR
CONSTRUCTION

MOUNTAINVIEW FLATS
GLENWOOD SPRINGS, CO

PRELIMINARY
SITE LAYOUT

C4
OF 6



CITY COUNCIL LIST OF MOTIONS

Date: September 16, 2021
To: City Council
From: Hannah Klausman,
Assistant Director, Economic and Community Development
Subject: #20-21 Major Site/Architectural Plan Review

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: Major Site/Architectural Plan

Consideration of a Major Site/Architectural Plan review for the construction of a 40-unit multifamily building.

Staff recommends **approval (with conditions)** of the Major Site/Architectural Plan Review with the following findings and conditions:

Recommended Findings:

1. The site/architectural plan is consistent with general purpose and intent of the Code;
2. The site/architectural plan is consistent with dimensional, design, development, and all other standards of this Code;
3. The site/architectural plan is not in conflict with precedent land use approvals; and
4. The site/architectural plan is consistent with goals and objectives of the Comprehensive Plan.

Suggested Conditions:

1. The development shall comply with the requirements of the Code. Any future physical changes or improvements to the property or buildings are subject to the review and approval of the Community Development Director for compliance with applicable requirements of the Glenwood Springs Municipal Code.
2. The owner 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.
3. The owner shall comply with recommendations identified in the technical reports submitted as part of the application including but not limited to Geotechnical and Drainage.
4. Prior to submitting a building and/or grading permit application, the owner shall -
 - a. Revise landscape plan (L1) to match site plan (a1.1) for parking lot configuration.
 - b. Submit a Final Plans application in accordance with Municipal Code section 070.060.050(c).

- c. Provide plans for all recommended improvements as indicated in the Traffic Study.
 - d. Provide agreement from Discount Tire to construct a portion of a sidewalk and crosswalk on the northwest corner of the property to tie into site sidewalks per Traffic Study recommendations.
 - e. Submit evidence of CDOT Access permit.
 - f. Submit an Engineer's Estimate of all public improvements and provide security for completing said improvements per requirements of the Engineering Standards.
 - g. Enter into a Development Agreement that memorializes the development approvals.
5. At the time of Construction Plans review the owner shall submit all required civil and architectural plans and related reports that demonstrate compliance with Code requirements and the Engineering Standards, including applicable comments provided by the City staff.
6. Prior to issuance of the building permit, the owner shall –
- a. Submit a Housing Mitigation Plan for approval that includes staff recommended unit mix breakdown of 8 resident occupied units including 3 one-bedroom units and 5 two-bedroom units, and 4 AMI deed restricted units consisting of a single one-bedroom unit and 3 two -bedroom units.
 - b. Submit and record a deed restriction agreement for all units satisfying Section 070.045 Community Housing Standards for all Resident Occupied and deed restricted units to the satisfaction of the City or it's designee.
 - c. Pay all required system improvement fees including but not limited to water, sewer, parkland, school land, and Fire/EMS.
7. Prior to issuance of the Certificate of Occupancy, owner shall
- a. Provide as-built plans and an Improvement Survey Plat per the Engineering Standards.

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:

Consideration of a Major Site/Architectural Plan review for the construction of a 40-unit multifamily building.

I move to **DENY** finding that -

- 1. The site/architectural plan is not consistent with general purpose and intent of the Code because **[insert reasoning]**;
- 2. The site/architectural plan is not consistent with dimensional, design, development, and other standards of this Code **[insert where you find inconsistencies with Code requirements]**; and

3. The site/architectural plan is not in conformance with **[insert applicable Comp Plan or other City plan or policy sections here]** of the Comprehensive Plan and other City plans and policies.



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

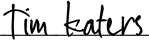
Agenda Item:	Award of Contract for Planning Services for the Comprehensive Plan Update and Appointment of a Project Steering Committee
Action Requested:	Authorize the City's Chief Operating Officer to execute a contract not to exceed \$213,000 for planning services for an update to the Comprehensive Plan and to appoint a project steering committee.
Department:	Economic and Community Development
Presented By:	Trent Hyatt, Senior Planner
Background Info:	<u>Grant Award</u> As you know, the City applied for a Colorado Department of Local Affairs (DOLA) Energy and Mineral Impact Assistance grant for the completion of an update to the 2011 Glenwood Springs Comprehensive Plan (Comp Plan). On July 9, 2021, DOLA awarded \$100,000 to the City in which represents a City cash match in the same amount for a total expected budget of approximately \$200,000. A copy of the grant award contract is attached. One stipulation of the grant is that the City must "award and finalize subcontract(s)" within 90 days of the grant award effective date outlined above, October 7, 2021. <u>Request for Proposals</u> Following the award, the City prepared and released a request for proposals related to update and received five responses. After carefully review of the responses and interviews of the top two candidates, the selection team chose Cushing Terrell to complete the project. The total budget for planning services is not to exceed \$213,000 which represents Cushing Terrell's original project budget estimate of \$183,640 (outlined on page 26 of the attached response to the request for proposals) plus additional services requested by staff for Spanish language translation (\$15,000) and digital public outreach and website maintenance (Option A at approximately \$14,000) outlined in the attached email. <u>Project Steering Committee</u> Staff anticipates the creation of a 12 person steering committee to guide the project over the next 12 plus months. The project steering committee (PSC) should include the eight current members of the City's Planning and Zoning Commission and other invested community stakeholders. Staff recommends the PSC be comprised of some form of the following: 8- Planning and Zoning Commissioners 1- Development related stakeholder 1- Latino community representative 1- Millennial/Generation Z stakeholder 1- Other as recommended by City Council.
Issues:	N/A
Staff Recommendation:	Staff recommends approval of the request in compliance with stipulations outlined in the DOLA grant award.

EIAF
CTGG1 NLAA 2022*2046

SUMMARY OF GRANT AWARD TERMS AND CONDITIONS

State Agency Department of Local Affairs	DLG Number F22MLG9394	CMS Number 169921
Grantee City of Glenwood Springs	Grant Award Amount \$100,000.00	Retainage Amount \$5,000.00
Project Number and Name EIAF 9394 – Glenwood Springs Comprehensive Plan Update	Performance Start Date The later of the Effective Date or July 7, 2021	Grant Expiration Date June 30, 2023
Project Description The Project consists of updates to the Glenwood Springs Comprehensive Plan.	Program Name Energy & Mineral Impact Assistance Program (EIAF)	
	Funding Source FEDERAL FUNDS	
	Catalog of Federal Domestic Assistance (CFDA) Number 15.437	
DOLA Regional Manager <u>Greg Winkler, (970) 668-6160,</u> <u>(greg.winkler@state.co.us)</u>	Funding Account Codes	
DOLA Regional Assistant <u>Katherine Boozell, (970) 248-7313,</u> <u>(katherine.boozell@state.co.us)</u>	VCUST# 14151	Address Code CN001 EFT

THE SIGNATORIES LISTED BELOW AUTHORIZE THIS GRANT

DEPARTMENT OF LOCAL AFFAIRS PROGRAM REVIEWER DocuSigned by:  1D0B4F9ADC0A49C... By: Tim Katers, EIAF Program Manager Date: 7/8/2021 12:50 PM MDT	STATE OF COLORADO Jared S. Polis, Governor DEPARTMENT OF LOCAL AFFAIRS Rick M. Garcia, Executive Director DocuSigned by:  8139CF536BC34AC... By: Rick M. Garcia, Executive Director Date: 7/8/2021 3:48 PM MDT
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In accordance with §24-30-202 C.R.S., this Grant is not valid until signed and dated below by the State Controller or an authorized delegate (the “Effective Date”).

STATE CONTROLLER Robert Jaros, CPA, MBA, JD DocuSigned by:  DFA94368247F476... By: Controller Delegate Department of Local Affairs Effective Date: 7/9/2021 11:08 AM MDT

TERMS AND CONDITIONS

1. GRANT

As of the Performance Start Date, the State Agency shown on the Summary of Grant Award Terms and Conditions page of this Grant Award Letter (the “State”) hereby obligates and awards to Grantee shown on the Summary of Grant Award Terms and Conditions page of this Grant Award Letter (the “Grantee”) an award of Grant Funds in the amount shown on the Summary of Grant Award Terms and Conditions page of this Grant Award Letter. By accepting the Grant Funds provided under this Grant Award Letter, Grantee agrees to comply with the terms and conditions of this Grant Award Letter and requirements and provisions of all Exhibits to this Grant Award Letter.

2. TERM

A. Initial Grant Term and Extension

The Parties’ respective performances under this Grant Award Letter shall commence on the Performance Start Date and shall terminate on the Grant Expiration Date unless sooner terminated or further extended in accordance with the terms of this Grant Award Letter. Upon request of Grantee, the State may, in its sole discretion, extend the term of this Grant Award Letter by providing Grantee with an updated Grant Award Letter or an executed Option Letter showing the new Grant Expiration Date.

B. Early Termination in the Public Interest

The State is entering into this Grant Award Letter to serve the public interest of the State of Colorado as determined by its Governor, General Assembly, or Courts. If this Grant Award Letter ceases to further the public interest of the State or if State, Federal or other funds used for this Grant Award Letter are not appropriated, or otherwise become unavailable to fund this Grant Award Letter, the State, in its discretion, may terminate this Grant Award Letter in whole or in part by providing written notice to Grantee. If the State terminates this Grant Award Letter in the public interest, the State shall pay Grantee an amount equal to the percentage of the total reimbursement payable under this Grant Award Letter that corresponds to the percentage of Work satisfactorily completed, as determined by the State, less payments previously made. Additionally, the State, in its discretion, may reimburse Grantee for a portion of actual, out-of-pocket expenses not otherwise reimbursed under this Grant Award Letter that are incurred by Grantee and are directly attributable to the uncompleted portion of Grantee’s obligations, provided that the sum of any and all reimbursements shall not exceed the maximum amount payable to Grantee hereunder. This subsection shall not apply to a termination of this Grant Award Letter by the State for breach by Grantee.

C. *Reserved.*

3. AUTHORITY

Authority to enter into this Grant Award Letter exists in the law as follows:

A. Federal Authority

Authority to enter into this Grant exists in C.R.S. 24-32-106 and 29-3.5-101 and funds have been budgeted, appropriated and otherwise made available pursuant to C.R.S. 34-63-101, et seq. (through Colorado’s Mineral Leasing Fund) and a sufficient unencumbered balance

EIAF 9394 – Glenwood Springs Comprehensive Plan Update

thereof remains available for payment. Required approvals, clearance and coordination have been accomplished from and with appropriate agencies.

B. *Reserved.*

4. DEFINITIONS

The following terms shall be construed and interpreted as follows:

A. *Reserved.*

B. *Reserved.*

C. “**CORA**” means the Colorado Open Records Act, §§24-72-200.1 *et. seq.*, C.R.S.

D. “**Exhibits**” means the following exhibits attached to this Grant Award Letter:

i. **Exhibit B**, Scope of Project

ii. **Exhibit G**, Form of Option Letter

E. “**Extension Term**” means the period of time by which the Grant Expiration Date is extended by the State through delivery of an updated Grant Award Letter, an amendment, or an Option Letter.

F. *Reserved.*

G. *Reserved.*

H. “**Goods**” means any movable material acquired, produced, or delivered by Grantee as set forth in this Grant Award Letter and shall include any movable material acquired, produced, or delivered by Grantee in connection with the Services.

I. “**Grant Award Letter**” or “**Grant**” means this letter which offers Grant Funds to Grantee, including all attached Exhibits, all documents incorporated by reference, all referenced statutes, rules and cited authorities, and any future updates thereto.

J. “**Grant Expiration Date**” means the Grant Expiration Date shown on the Summary of Grant Award Terms and Conditions page of this Grant Award Letter. Work performed after the Grant Expiration Date is not eligible for reimbursement from Grant Funds.

K. “**Grant Funds**” or “**Grant Award Amount**” means the funds that have been appropriated, designated, encumbered, or otherwise made available for payment by the State under this Grant Award Letter.

L. “**Incident**” means any accidental or deliberate event that results in, or constitutes an imminent threat of, the unauthorized access or disclosure of State Confidential Information or of the unauthorized modification, disruption, or destruction of any State Records.

M. “**Initial Term**” means the time period between the Performance Start Date and the initial Grant Expiration Date.

N. *Reserved.*

O. “**Other Funds**” means all funds necessary to complete the Project, excluding Grant Funds. Grantee is solely responsible for securing all Other Funds.

P. “**Party**” means the State or Grantee, and “**Parties**” means both the State and Grantee.

EIAF 9394 – Glenwood Springs Comprehensive Plan Update

- Q.** “**Performance Start Date**” means the later of the Performance Start Date or the Execution Date shown on the Summary of Grant Award Terms and Conditions page of this Grant Award Letter.
- R.** *Reserved.*
- S.** *Reserved.*
- T.** *Reserved.*
- U.** “**Project**” means the overall project described in **Exhibit B**, which includes the Work.
- V.** “**Project Budget**” means the amounts detailed in **§6.2** of **Exhibit B**.
- W.** *Reserved.*
- X.** *Reserved.*
- Y.** “**Services**” means the services performed by Grantee as set forth in this Grant Award Letter, and shall include any services rendered by Grantee in connection with the Goods.
- Z.** “**State Confidential Information**” means any and all State Records not subject to disclosure under CORA. State Confidential Information shall include, but is not limited to State personnel records not subject to disclosure under CORA.
- AA.** “**State Fiscal Rules**” means the fiscal rules promulgated by the Colorado State Controller pursuant to §24-30-202(13)(a) C.R.S.
- BB.** “**State Fiscal Year**” means a 12 month period beginning on July 1 of each calendar year and ending on June 30 of the following calendar year. If a single calendar year follows the term, then it means the State Fiscal Year ending in that calendar year.
- CC.** “**State Records**” means any and all State data, information, and records, regardless of physical form, including, but not limited to, information subject to disclosure under CORA.
- DD.** *Reserved.*
- EE.** “**Subcontractor**” means third-parties, if any, engaged by Grantee to aid in performance of the Work. “Subcontractor” also includes sub-grantees.
- FF.** *Reserved.*
- GG.** *Reserved.*
- HH.** *Reserved.*
- II.** “**Work**” means the delivery of the Goods and performance of the Services described in this Grant Award Letter.
- JJ.** “**Work Product**” means the tangible and intangible results of the Work, whether finished or unfinished, including drafts. Work Product includes, but is not limited to, documents, text, software (including source code), research, reports, proposals, specifications, plans, notes, studies, data, images, photographs, negatives, pictures, drawings, designs, models, surveys, maps, materials, ideas, concepts, know-how, and any other results of the Work. “Work Product” does not include any material that was developed prior to the Performance Start Date that is used, without modification, in the performance of the Work.

Any other term used in this Grant Award Letter that is defined in an Exhibit shall be construed and interpreted as defined in that Exhibit.

5. PURPOSE

The purpose of the Energy and Mineral Impact Assistance Program is to assist political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels. The purpose of this Grant is described in **Exhibit B**.

6. SCOPE OF PROJECT

Grantee shall complete the Work as described in this Grant Award Letter and in accordance with the provisions of **Exhibit B**. The State shall have no liability to compensate or reimburse Grantee for the delivery of any goods or the performance of any services that are not specifically set forth in this Grant Award Letter.

7. PAYMENTS TO GRANTEE

A. Maximum Amount

Payments to Grantee are limited to the unpaid, obligated balance of the Grant Funds. The State shall not pay Grantee any amount under this Grant that exceeds the Grant Award Amount shown on the Summary of Grant Award Terms and Conditions page of this Grant Award Letter.

- i. The State may increase or decrease the Grant Award Amount by providing Grantee with an updated Grant Award Letter or an executed Option Letter showing the new Grant Award Amount.
- ii. The State shall not be liable to pay or reimburse Grantee for any Work performed or expense incurred before the Performance Start Date or after the Grant Expiration Date.
- iii. Financial obligations of the State payable after the current State Fiscal Year are contingent upon funds for that purpose being appropriated, budgeted, and otherwise made available.

B. Erroneous Payments

The State may recover, at the State's discretion, payments made to Grantee in error for any reason, including, but not limited to, overpayments or improper payments, and unexpended or excess funds received by Grantee. The State may recover such payments by deduction from subsequent payments under this Grant Award Letter, deduction from any payment due under any other contracts, grants or agreements between the State and Grantee, or by any other appropriate method for collecting debts owed to the State.

C. Matching Funds.

Grantee shall provide the Other Funds amount shown on the Project Budget in **Exhibit B** (the "Local Match Amount"). Grantee shall appropriate and allocate all Local Match Amounts to the purpose of this Grant Award Letter each fiscal year prior to accepting any Grant Funds for that fiscal year. Grantee does not by accepting this Grant Award Letter irrevocably pledge present cash reserves for payments in future fiscal years, and this Grant Award Letter is not intended to create a multiple-fiscal year debt of Grantee. Grantee shall not pay or be liable for any claimed interest, late charges, fees, taxes or penalties of any nature, except as required by Grantee's laws or policies.

EIAF 9394 – Glenwood Springs Comprehensive Plan Update

D. Reimbursement of Grantee Costs

The State shall reimburse Grantee's allowable costs, not exceeding the maximum total amount described in this Grant Award Letter for all allowable costs described in this Grant Award Letter and shown in the Project Budget in **Exhibit B**.

- i. Upon request of the Grantee, the State may, without changing the maximum total amount of Grant Funds, adjust or otherwise reallocate Grant Funds among or between each line of the Project Budget by providing Grantee with an executed Option Letter or formal amendment.

E. Close-Out and De-obligation of Grant Funds

Grantee shall close out this Grant no later than 90 days after the Grant Expiration Date. To complete close out, Grantee shall submit to the State all deliverables (including documentation) as defined in this Grant Award Letter and Grantee's final reimbursement request or invoice. Any Grant Funds remaining after submission and payment of Grantee's final reimbursement request are subject to de-obligation by the State.

8. REPORTING – NOTIFICATION**A. Performance and Final Status**

Grantee shall submit all financial, performance and other reports to the State no later than the end of the close out period described in §7.E.

B. Violations Reporting

Grantee shall disclose, in a timely manner, in writing to the State, all violations of federal or State criminal law involving fraud, bribery, or gratuity violations potentially affecting this Award.

9. GRANTEE RECORDS**A. Maintenance and Inspection**

Grantee shall make, keep, and maintain, all records, documents, communications, notes and other written materials, electronic media files, and communications, pertaining in any manner to this Grant for a period of three years following the completion of the close out of this Grant. Grantee shall permit the State to audit, inspect, examine, excerpt, copy and transcribe all such records during normal business hours at Grantee's office or place of business, unless the State determines that an audit or inspection is required without notice at a different time to protect the interests of the State.

B. Monitoring

The State will monitor Grantee's performance of its obligations under this Grant Award Letter using procedures as determined by the State. The State shall monitor Grantee's performance in a manner that does not unduly interfere with Grantee's performance of the Work.

C. Audits

Grantee shall comply with all State and federal audit requirements.

10. CONFIDENTIAL INFORMATION-STATE RECORDS

A. Confidentiality

Grantee shall hold and maintain, and cause all Subcontractors to hold and maintain, any and all State Records that the State provides or makes available to Grantee for the sole and exclusive benefit of the State, unless those State Records are otherwise publically available at the time of disclosure or are subject to disclosure by Grantee under CORA. Grantee shall not, without prior written approval of the State, use for Grantee's own benefit, publish, copy, or otherwise disclose to any third party, or permit the use by any third party for its benefit or to the detriment of the State, any State Records, except as otherwise stated in this Grant Award Letter. Grantee shall provide for the security of all State Confidential Information in accordance with all policies promulgated by the Colorado Office of Information Security (<http://oit.state.co.us/ois>) and all applicable laws, rules, policies, publications, and guidelines. Grantee shall immediately forward any request or demand for State Records to the State's principal representative.

B. Other Entity Access and Nondisclosure Agreements

Grantee may provide State Records to its agents, employees, assigns and Subcontractors as necessary to perform the Work, but shall restrict access to State Confidential Information to those agents, employees, assigns and Subcontractors who require access to perform their obligations under this Grant Award Letter. Grantee shall ensure all such agents, employees, assigns, and Subcontractors sign nondisclosure agreements with provisions at least as protective as those in this Grant, and that the nondisclosure agreements are in force at all times the agent, employee, assign or Subcontractor has access to any State Confidential Information. Grantee shall provide copies of those signed nondisclosure restrictions to the State upon request.

C. Use, Security, and Retention

Grantee shall use, hold and maintain State Confidential Information in compliance with any and all applicable laws and regulations in facilities located within the United States, and shall maintain a secure environment that ensures confidentiality of all State Confidential Information wherever located. Grantee shall provide the State with access, subject to Grantee's reasonable security requirements, for purposes of inspecting and monitoring access and use of State Confidential Information and evaluating security control effectiveness. Upon the expiration or termination of this Grant, Grantee shall return State Records provided to Grantee or destroy such State Records and certify to the State that it has done so, as directed by the State. If Grantee is prevented by law or regulation from returning or destroying State Confidential Information, Grantee warrants it will guarantee the confidentiality of, and cease to use, such State Confidential Information.

D. Incident Notice and Remediation

If Grantee becomes aware of any Incident, it shall notify the State immediately and cooperate with the State regarding recovery, remediation, and the necessity to involve law enforcement, as determined by the State. After an Incident, Grantee shall take steps to reduce the risk of incurring a similar type of Incident in the future as directed by the State, which may include, but is not limited to, developing and implementing a remediation plan that is approved by the State at no additional cost to the State.

11. CONFLICTS OF INTEREST

Grantee shall not engage in any business or activities, or maintain any relationships that conflict in any way with the full performance of the obligations of Grantee under this Grant. Grantee acknowledges that, with respect to this Grant, even the appearance of a conflict of interest shall be harmful to the State's interests and absent the State's prior written approval, Grantee shall refrain from any practices, activities or relationships that reasonably appear to be in conflict with the full performance of Grantee's obligations under this Grant. If a conflict or the appearance of a conflict arises, or if Grantee is uncertain whether a conflict or the appearance of a conflict has arisen, Grantee shall submit to the State a disclosure statement setting forth the relevant details for the State's consideration.

12. INSURANCE

Grantee shall maintain at all times during the term of this Grant such liability insurance, by commercial policy or self-insurance, as is necessary to meet its liabilities under the Colorado Governmental Immunity Act, §24-10-101, *et seq.*, C.R.S. (the "GIA"). Grantee shall ensure that any Subcontractors maintain all insurance customary for the completion of the Work done by that Subcontractor and as required by the State or the GIA.

13. REMEDIES

In addition to any remedies available under any Exhibit to this Grant Award Letter, if Grantee fails to comply with any term or condition of this Grant, the State may terminate some or all of this Grant and require Grantee to repay any or all Grant Funds to the State in the State's sole discretion. The State may also terminate this Grant Award Letter at any time if the State has determined, in its sole discretion, that Grantee has ceased performing the Work without intent to resume performance, prior to the completion of the Work.

14. DISPUTE RESOLUTION

Except as herein specifically provided otherwise, disputes concerning the performance of this Grant that cannot be resolved by the designated Party representatives shall be referred in writing to a senior departmental management staff member designated by the State and a senior manager or official designated by Grantee for resolution.

15. NOTICES AND REPRESENTATIVES

Each Party shall identify an individual to be the principal representative of the designating Party and shall provide this information to the other Party. All notices required or permitted to be given under this Grant Award Letter shall be in writing, and shall be delivered either in hard copy or by email to the representative of the other Party. Either Party may change its principal representative or principal representative contact information by notice submitted in accordance with this §15.

16. RIGHTS IN WORK PRODUCT AND OTHER INFORMATION

Grantee hereby grants to the State a perpetual, irrevocable, non-exclusive, royalty free license, with the right to sublicense, to make, use, reproduce, distribute, perform, display, create derivatives of and otherwise exploit all intellectual property created by Grantee or any Subcontractors or Subgrantees and paid for with Grant Funds provided by the State pursuant to this Grant.

17. GOVERNMENTAL IMMUNITY

Liability for claims for injuries to persons or property arising from the negligence of the Parties, their departments, boards, commissions, committees, bureaus, offices, employees and officials shall be controlled and limited by the provisions of the GIA; the Federal Tort Claims Act, 28 U.S.C.

EIAF 9394 – Glenwood Springs Comprehensive Plan Update

Pt. VI, Ch. 171 and 28 U.S.C. 1346(b), and the State's risk management statutes, §§24-30-1501, *et seq.* C.R.S. No term or condition of this Grant Award Letter shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, or protections of any of these provisions.

18. GENERAL PROVISIONS**A. Assignment**

Grantee's rights and obligations under this Grant are personal and may not be transferred or assigned without the prior, written consent of the State. Any attempt at assignment or transfer without such consent shall be void. Any assignment or transfer of Grantee's rights and obligations approved by the State shall be subject to the provisions of this Grant Award Letter.

B. Captions and References

The captions and headings in this Grant Award Letter are for convenience of reference only, and shall not be used to interpret, define, or limit its provisions. All references in this Grant Award Letter to sections (whether spelled out or using the § symbol), subsections, exhibits or other attachments, are references to sections, subsections, exhibits or other attachments contained herein or incorporated as a part hereof, unless otherwise noted.

C. Entire Understanding

This Grant Award Letter represents the complete integration of all understandings between the Parties related to the Work, and all prior representations and understandings related to the Work, oral or written, are merged into this Grant Award Letter.

D. Modification

The State may modify the terms and conditions of this Grant by issuance of an updated Grant Award Letter, which shall be effective if Grantee accepts Grant Funds following receipt of the updated letter. The Parties may also agree to modification of the terms and conditions of the Grant in either an option letter or a formal amendment to this Grant, properly executed and approved in accordance with applicable Colorado State law and State Fiscal Rules.

E. Statutes, Regulations, Fiscal Rules, and Other Authority

Any reference in this Grant Award Letter to a statute, regulation, State Fiscal Rule, fiscal policy or other authority shall be interpreted to refer to such authority then current, as may have been changed or amended since the Performance Start Date. Grantee shall strictly comply with all applicable Federal and State laws, rules, and regulations in effect or hereafter established, including, without limitation, laws applicable to discrimination and unfair employment practices.

F. Order of Precedence

In the event of a conflict or inconsistency between this Grant Award Letter and any Exhibits or attachment, such conflict or inconsistency shall be resolved by reference to the documents in the following order of priority:

- i. Any executed Option Letter
- ii. The provisions of this Grant Award Letter.
- iii. The provisions of any exhibits to this Grant Award Letter.

EIAF 9394 – Glenwood Springs Comprehensive Plan Update

G. Severability

The invalidity or unenforceability of any provision of this Grant Award Letter shall not affect the validity or enforceability of any other provision of this Grant Award Letter, which shall remain in full force and effect, provided that the Parties can continue to perform their obligations under the Grant in accordance with the intent of the Grant.

H. Survival of Certain Grant Award Letter Terms

Any provision of this Grant Award Letter that imposes an obligation on a Party after termination or expiration of the Grant shall survive the termination or expiration of the Grant and shall be enforceable by the other Party.

I. Third Party Beneficiaries

Except for the Parties' respective successors and assigns described above, this Grant Award Letter does not and is not intended to confer any rights or remedies upon any person or entity other than the Parties. Any services or benefits which third parties receive as a result of this Grant are incidental to the Grant, and do not create any rights for such third parties.

J. Waiver

A Party's failure or delay in exercising any right, power, or privilege under this Grant Award Letter, whether explicit or by lack of enforcement, shall not operate as a waiver, nor shall any single or partial exercise of any right, power, or privilege preclude any other or further exercise of such right, power, or privilege.

K. *Reserved.***L. Digital Signatures**

If any signatory signs this Grant using a digital signature in accordance with the Colorado State Controller Contract, Grant, and Purchase Order Policies regarding the use of digital signatures issued under the State Fiscal Rules, then any agreement or consent to use digital signatures within the electronic system through which that signatory signed shall be incorporated into this Grant by reference.

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An aerial photograph of a mountain valley. A river winds through the center of the valley, flanked by steep, forested hills. In the lower right, a small town with several buildings and parking lots is visible. The entire image is overlaid with a semi-transparent dark blue filter.

hello.

Glenwood Springs

REQUEST FOR PROPOSAL

RFP #2021-24P; Glenwood Springs Comprehensive Plan Update

AUGUST 30, 2021

Cushing
Terrell®

A. Letter of Interest

Imagine.
Create.
Improve.

City of Glenwood Springs Procurement Department
Attn: Ryan Muse

RE: RFP #2021-24P; Glenwood Springs Comprehensive Plan Update

Dear Selection Committee Members:

As an important gateway to the Roaring Fork Valley, Glenwood Springs is proud of its small-town vibe, vibrant and walkable scale, quality streets and places, and a seamless connection to parks and open spaces. The combination of these elements creates an appeal for many who seek a place with a special identity. Striking a balance between maintaining the character of this place, while demonstrating a commitment to equity and the environment is a high priority for the community. Understanding the values, aspirations and desires of the local community is paramount to defining successful outcomes. Equally important is having the right tools in place to guide development that is responsive to pressing issues such as: climate and resiliency, adaptation, access and equity for all people, both young and old.

The Plan Update will address a number of key topics that center around the testing of current and future policies and development tools to ensure the City of Glenwood Springs is on the right track going forward. Among other things, the Update will review growth areas, housing affordability, climate, and mobility and access strategies and policies. Key questions may include:

- *Are the City's current land use development and building codes reflective of current best practices?*
- *How can Glenwood Springs best address the equitable distribution of new housing?*
- *What will the future community character look like?*
- *Do you have the right tools to manage new development initiatives that ensures the outcomes you desire?*

Our goal is to help you address these questions and identify opportunities and required structural policy changes to achieve objectives and priorities and guide long-term future investments. To do this, the **Cushing Terrell** team is joined by an outstanding group of professionals, including: **Leland Consulting Group** (housing, jobs), **Connect One Design** (environment, natural resources, recreation), and **Fehr and Peers** (access, mobility).

Most importantly, we look forward to getting to know the people of Glenwood Springs; community members, stakeholders, volunteers and elected officials. We are excited to have this opportunity to work with you and the community to make the Glenwood Springs Comprehensive Plan Update a success. We look forward to discussing our team qualifications with you and your team. Please feel free to reach out to Keith Walzak at anytime.

Sincerely,



Keith Walzak, AICP / ASLA

Director of Planning and Landscape Architecture

keithwalzak@cushingterrell.com | 970.903.7626

A. Relevant Experience (Similiar Projects)





Town of Carbondale | Comprehensive Plan Update

CARBONDALE, CO

Under a skyline crowned by Mount Sopris, the Town of Carbondale serves as the local's heart of the Roaring Fork Valley. A quaint bedroom community with a locally-serving commercial base, Carbondale's escalating housing costs, shifting economy, and strained mobility network threaten its diverse, family-friendly character. In mid-2021, the Cushing Terrell team was contracted to address these emerging challenges in a focused update to the Comprehensive Plan. With an eye toward climate action, affordable housing, multi-modal mobility, and services for a community of all ages and abilities, the Update will also turn the key for redevelopment opportunities in underutilized areas of the Town's core.

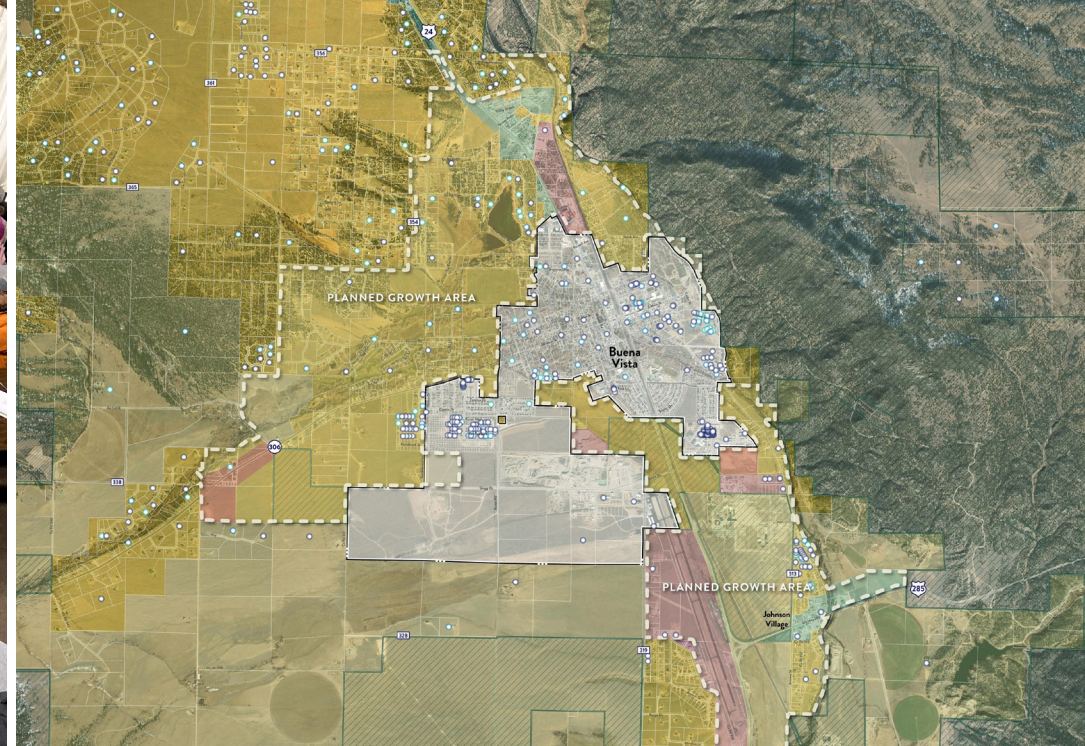
Cushing Terrell, along with Leland Consulting Group and Fehr and Peers are engaging this creative community through a tactical series of community events, including the Town's first ever fully Spanish-speaking open house. Leveraging the spirit of "If it can be done, it can happen in Carbondale", the team is crafting progressive and innovative recommendations that elevate Carbondale as a leader in small-town mixed use, creative transportation practices, age-friendly initiatives, and next-generation climate policy.

Project Website: <https://carbondalekaleidoscope.org/chart-carbondale>

Project Budget: \$79,600

Contact: Janet Buck, Planning Director
ph 970.510.1208
jbuck@carbondaleco.net

**Cushing
Terrell.**



“Together Chaffee County” | Comprehensive Plan Update

CHAFFEE COUNTY, CO

Cushing Terrell assisted Chaffee County in preparing their first Comprehensive Plan Update since 2000. Because of the 20-year gap since the last update—and a shift in regional demographics—the plan developed out of an extended but calculated public outreach and education process including four open houses, five neighborhood meetings, two drop-in events, 50+ stakeholder interviews, three high school workshops, and a series of three online surveys. This project will be awarded an APA Colorado Award for Community Engagement in September, 2021 at the State Conference.

Chaffee County is a diverse canvas of varying geology, geography, climate, culture, and land uses, with about 83% of the County being publicly managed lands. The County’s three unique communities of Buena Vista, Salida, and Poncha Springs are all faced with their own growth challenges. Meanwhile, the County saw unprecedented residential growth on its unincorporated county lands, experiencing a 15% loss of farmland over a five-year period. As such, the critical element introduced in the 2020 Plan update was the addition of four sub-area plans, complete with future land use maps and a series of prioritized action steps—including infrastructure projects—that enabled each of the four community’s goals to be accomplished on the ground. In the process, Cushing Terrell helped envision growth and development patterns for every parcel across the County’s 160,000+ acres.

Project Website: TogetherChaffeeCounty.org

Project Budget: \$250,000

Contact: Dan Swallow, Project Manager & Director of Development Services
Email: dswallow@chaffeecounty.org | Phone: 719.530.5567

**Cushing
Terrell.**



Town of Basalt | Master Plan Update

BASALT, CO

In 2019, Cushing Terrell and Connect One Design completed an aspirational master plan for Basalt that is helping guide growth and accomplish community intentions for the next 10 years. Using design, graphics and opportunity sites to communicate, the plan update stated goals and objectives and recommended courses of action for the future growth and development of land and public facilities and services, with a strong focus on environmental and economic sustainability.

This plan provides the policy framework for regulatory tools like zoning, subdivision regulations, annexations, and extra care was taken to outline coordination with the two counties (Eagle and Pitkin) within the three mile planning area. The plan establishes a process for orderly growth and development to address both current and long-term needs, and provides a balance between the few remaining stretches of open space left in the Roaring Fork Valley.

A focus on engagement: Connect One led the led a vigorous engagement process that included over 20 public meetings, 34 interviews, and resulted in over 5,000 total data points received. Advertising methods included social media, mass media, and individualized methods such as door hangers and postcards in businesses. Multiple community engagement events ranging from traditional to 'out-of-the-box' occurred including open houses, ride-alongs, online surveys, issue-based workshops, neighborhood meetings (which occurred in each major neighborhood in town), an Hispanic community picnic, and a high school work session. These events were very successful in targeting unheard and under-served populations in town. Input methods included live polling, surveys, dot-voting, map comments, staff notes, story-telling cards, post-it note comments, and even kids' comments.

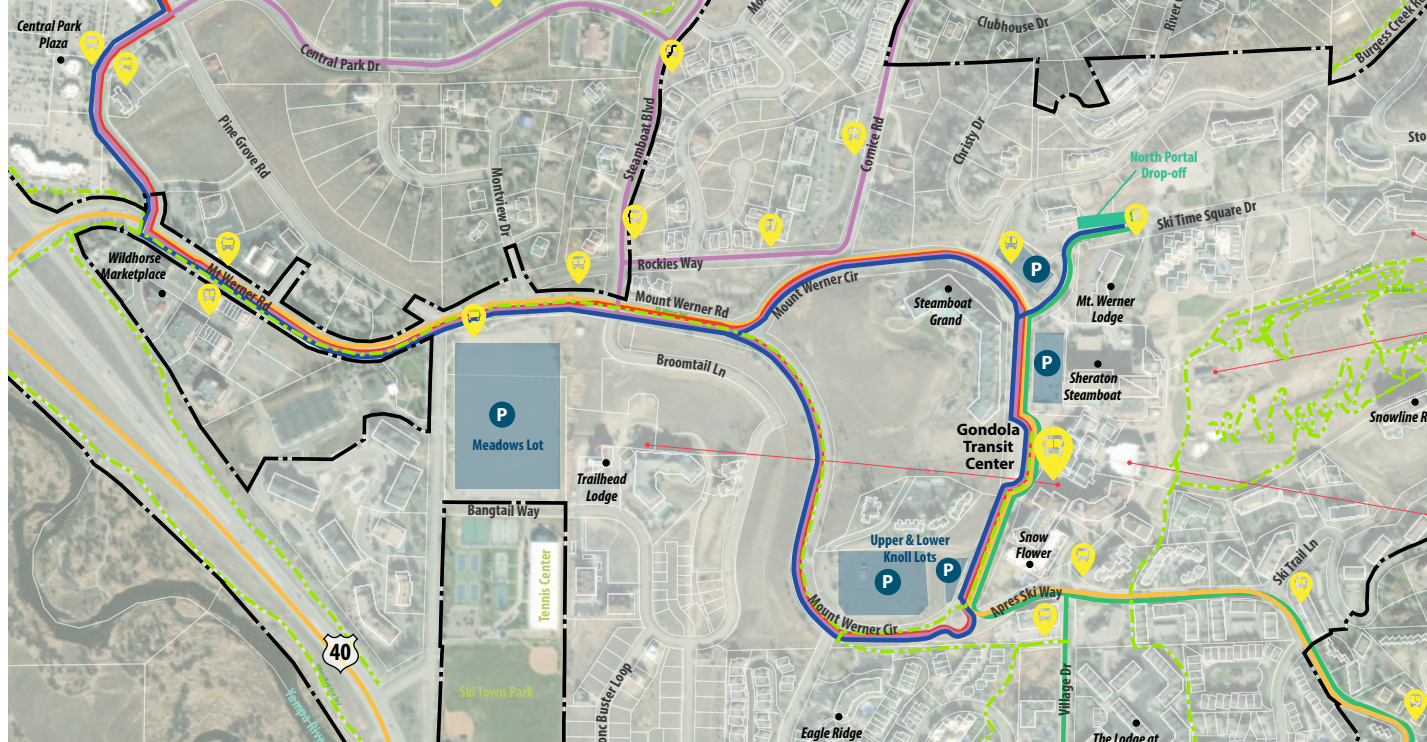
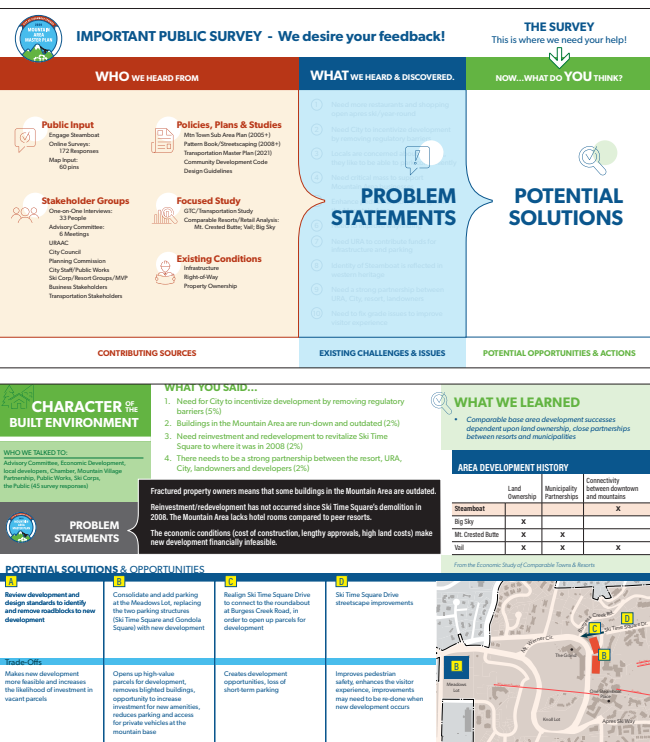
The Town's process and engagement platform is [letsTALK.basalt.net](https://www.basalt.net/DocumentCenter/View/4261/Basalt-Master-Plan-4-16-2020). The engagement website was also provided in Spanish at [hablemos.basalt.net](https://www.basalt.net/DocumentCenter/View/4261/Basalt-Master-Plan-4-16-2020).

Project Website: <https://www.basalt.net/DocumentCenter/View/4261/Basalt-Master-Plan-4-16-2020>

Project Budget: \$240,000

Contact: Susan Philp, Planning Director
Email: susan.philp@basalt.net | Phone: 970 279-4397





City of Steamboat Springs | Mountain Area Master Plan

STEAMBOAT SPRINGS, CO

Embracing a long history of successful city-wide plans and urban redevelopment efforts, the City of Steamboat Springs ventured to create a master plan to revitalize the City's ski resort base area to boost year-round vibrancy. After seeing a decade of average but uninspiring redevelopment, the Mountain Area Master Plan amalgamates the best parts of several previous planning efforts to come up with physical solutions and policy adjustments to bring the Mountain Area into a new period of prominence. Utilizing mostly virtual tools, the planning team focused on a community input-driven approach that translates public and stakeholder commentary into interventions that will create meaningful change.

Focus areas for the MAMP included 1) Identity and Character of the Built Environment, 2) Economic Vitality, and 3) Mobility. A substantial effort was made to involve a spectrum of business and community leaders to fully understand how such a wide variety of people move to and through a complicated base area where businesses struggle and vitality is lacking due to difficult grade separations and the attraction of a nearby, bustling downtown. Using a diversity of techniques to translate survey and interview data, the Master Plan delivers achievable and implementable recommendations in both the physical environment and through rethinking standard development procedures.

Project Website: <https://www.steamboatsprings.net/1044/Mountain-Area-Master-Plan>

Project Budget: \$250,000

Contact: Julie Baxter, Senior Planner

Email: jbaxter@steamboatsprings.net | Phone: 970.871.8267





Aspen Public-Private Affordable Housing Projects

ASPEN, CO

The Aspen Affordable Housing Partnership was selected to design and develop three affordable housing projects in Aspen, CO via a Public-Private Partnership (PPP) with the City of Aspen. Connect One Design led the public outreach campaign to ensure the creation of community supported spaces. A series of community open houses were bolstered with individual stakeholder meetings and an interactive website. Overall, more than 300 people attended the open houses and provided thousands of data points. With that input received, Connect One Design and the PPP team executed final design and construction documentation for the three distinct sites throughout the City.

Containing the most generous outdoor space of all three affordable housing projects, the Main Street Affordable Housing Project balanced neighbor input for open space and parking configurations with 10 affordable housing units. As the least contentious site, the Park Circle Affordable Housing Project plans responded creatively and effectively to the elevation change, specific streetscape design criteria, parking lot constraints and ADA egress issues. The landscape design compliments the architecture's mining-influenced aesthetic and creates a seamless indoor-outdoor transition. Intense community input on the Castle Creek Affordable Housing Project site resulted in a careful balance between maximizing the site's affordable unit capacity and building height and impact. Influenced by the Bauhaus architecture style, each unit has a large private courtyard, and the entire complex will share and enjoy grassy planes integrated into ground floor private open space.

* [reference contact information available upon request](#)





Village at Mount Crested Butte

MT CRESTED BUTTE, CO

The Village at Mount Crested Butte is a 160-acre mixed-use conservation development in the heart of Mt. Crested Butte in the Rocky Mountains of Colorado. This master planning effort is addressing the competing needs and wants of how to develop this unique property - the last big parcel of available land in town. The client recognized that addressing community priorities will ensure a better end-product, so care has been taken to include broad community input, as well as gathering technical data from stakeholders. Stakeholder meetings focused on subject matter expertise, including affordable housing, transit, open space and trails, US Forest Service collaboration, and business incubation to name a few. Data and direction garnered from this effort was incorporated directly into the master plan. A virtual open house was successful at engaging the larger Gunnison Valley community. Organizers were impressed with the high attendance, attracted through both traditional advertising channels and by developing relationships with key communicators in the Valley. Even after the open house, these key community members continue to provide a strong informal network to disseminate accurate and timely project information to the public. Information gathered through these outreach channels helped inform the development proposal and provide broad citizen support as the project heads into the entitlement process.

* reference contact information available upon request





Moab and Spanish Valley Regional Transportation Plan

GRAND COUNTY, UT

On behalf of the Utah Department of Transportation, Fehr & Peers is developing a Regional Transportation Plan for the greater Moab area in eastern Utah. Similarly to Estes Park, Moab City is a modestly sized population center that serves as a jumping off point to Arches and Canyonlands National Parks, which collectively draw over two million visitors per year. Despite the heavy travel demand in the region, there is one main highway, US-191, serving Moab and the Spanish Valley, which results in congested roadways and lengthy travel times. Fehr & Peers has worked closely with key stakeholders in the region to identify new opportunities for multi-modal travel, assist in framing future planning needs like a transit study, and has facilitated conversations between a variety of agencies on contentious projects like a bypass roadway. The effort has resulted in a plan the region can use to guide future transportation investments in a manner that will benefit local residents while maintaining a high quality tourism experience.

* reference contact information available upon request



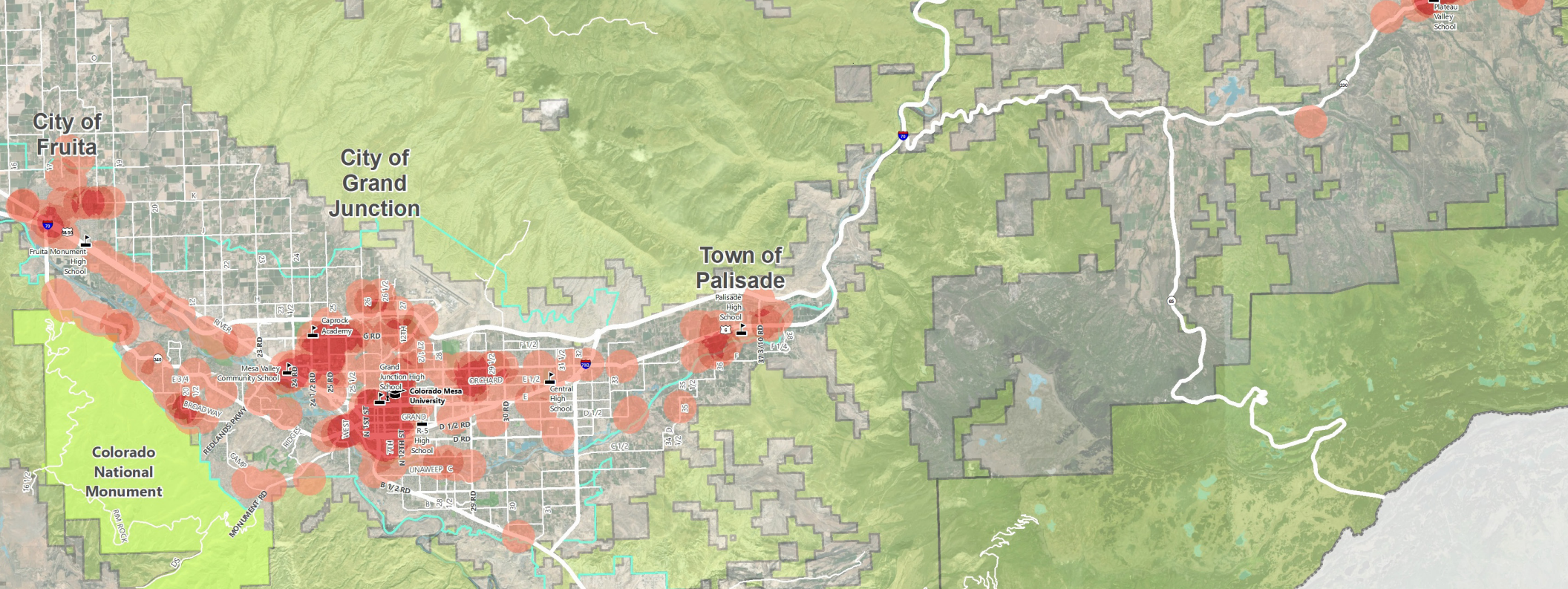
Fort Collins City Plan: Transportation and Transit Master Plans

FORT COLLINS, CO

Fehr & Peers was a member of the Fort Collins City Plan consultant team. City Plan updated the Fort Collins Comprehensive Plan and Transportation Plan simultaneously, seamlessly integrating land use and transportation. Fehr & Peers was lead consultant for the Transportation and Transit Master Plans. We applied a community-based, data-driven approach to identifying multi-modal infrastructure, programs, and policies. These prioritized and phased recommendations were informed by an in-depth public and stakeholder outreach process. We also facilitated a workshop with the City's management team and other invitees to consider how changing trends may affect future travel patterns and needs. This workshop applied a customized version of our TrendLab+ tool to provide additional insight about future transportation trends that could be strongly influenced by demographic, social, and economic forces that are not typically included in a transportation analysis. We also used the NFRMPO travel demand model and TBEST transit modeling software as part of scenario analysis to inform deficiencies and inform recommendations to ensure resiliency. The outcome of this plan was an implementable, championed set of multi-modal transportation strategies and project recommendations that supports a system that is convenient, equitable and safe—today and in 2040.

* reference contact information available upon request

FEHR & PEERS



Grand Valley Regional Transportation Plan

MESA COUNTY, CO

Fehr & Peers worked with the Grand Valley Metropolitan Planning Organization (GVMPO) to lead their 2045 Regional Transportation Plan (RTP) update. The RTP established the region's overall vision for future transportation infrastructure and investment, informed by in-depth community outreach and comprehensive analyses. Fehr & Peers led public and stakeholder outreach at the regional scale through in-person and online engagement. The RTP, adopted by the Board only 6 months after the project kicked off, includes fiscally constrained and unconstrained tiered project lists for active transportation and roadway projects, with a specialized focus in areas including freight and transit planning. This plan will guide future investments in the region's transportation system to reduce congestion, improve safety, promote alternatives to the private automobile, enhance connectivity and comfort for those biking and walking, increase reliability and frequency of the transit system and maintain an efficient and effective transportation system that supports the regional economy. In parallel with the RTP, Fehr & Peers also completed the Mesa County Coordinated Transit and Human Services Transportation Plan.

* reference contact information available upon request

FEHR & PEERS



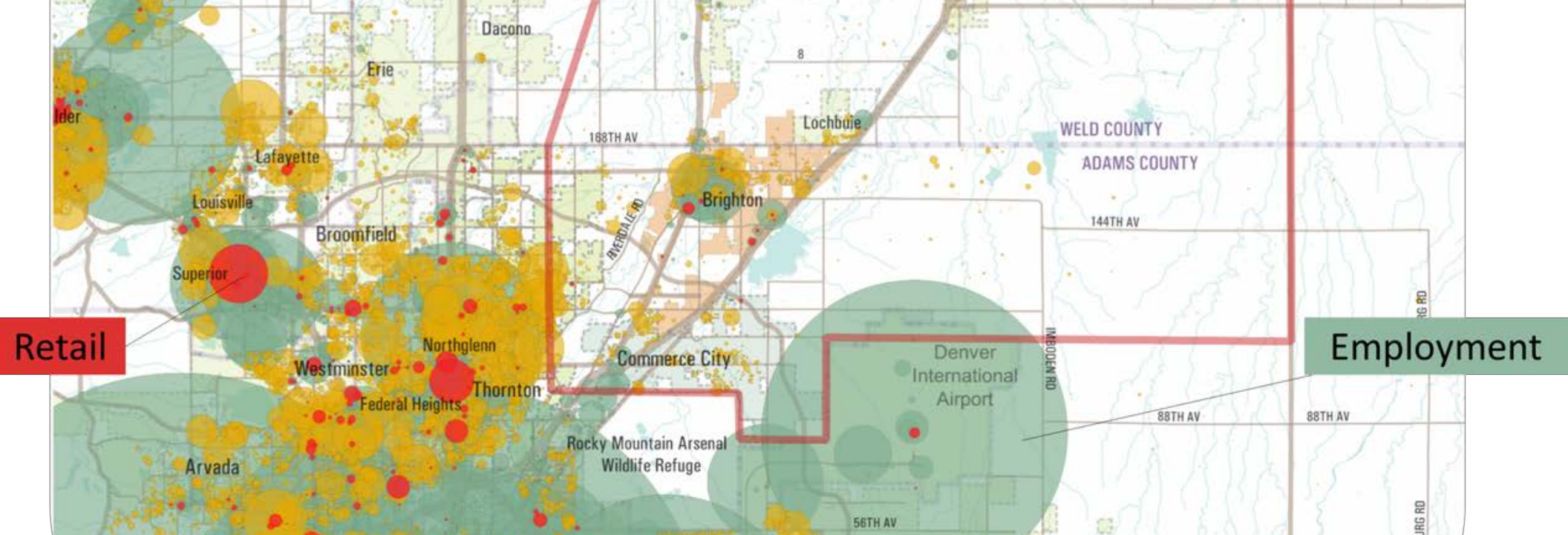
West Vail Master Plan

VAIL, CO

Fehr & Peers is currently a member of the consultant team developing the West Vail Master Plan. The community plays many roles in Vail Valley; West Vail is home to many Town of Vail residents, a commercial shopping destination for the region, and a gateway to popular recreational opportunities for many visitors. Fehr & Peers evaluated how each user group interacts with the existing transportation network, identified mobility needs that are underserved for different users, and has developed a suite of recommendations for making West Vail a more multi-modal community while maintaining a high level of vehicular access for visitors. These recommendations include new bicycle and pedestrian facilities that will increase travel options while celebrating the community's mountain town character, programmatic changes to Vail Transit that will help make the system more regionally connected, and a new access management concept for the I-70 Frontage Road that will promote a sense of community while providing more opportunities for traveling to and through West Vail by car, foot, bicycle, or on transit.

* reference contact information available upon request

FEHR & PEERS



Comprehensive Plan Update

BRIGHTON, CO

A suburb in the far northeast quadrant of the Denver metro area, Brighton struggled to keep up with double-digit annual growth spanning from the late 1990s up until the housing boom and crash of the mid-2000s. Their comprehensive planning challenges involved coping with over-reaching infrastructure expansion in the face of unusually slow post-recession recovery. Leland Consulting Group helped to organize an update to a 2002 plan draft with newly right-sized absorption projections, policy recommendations designed to refocus growth around e

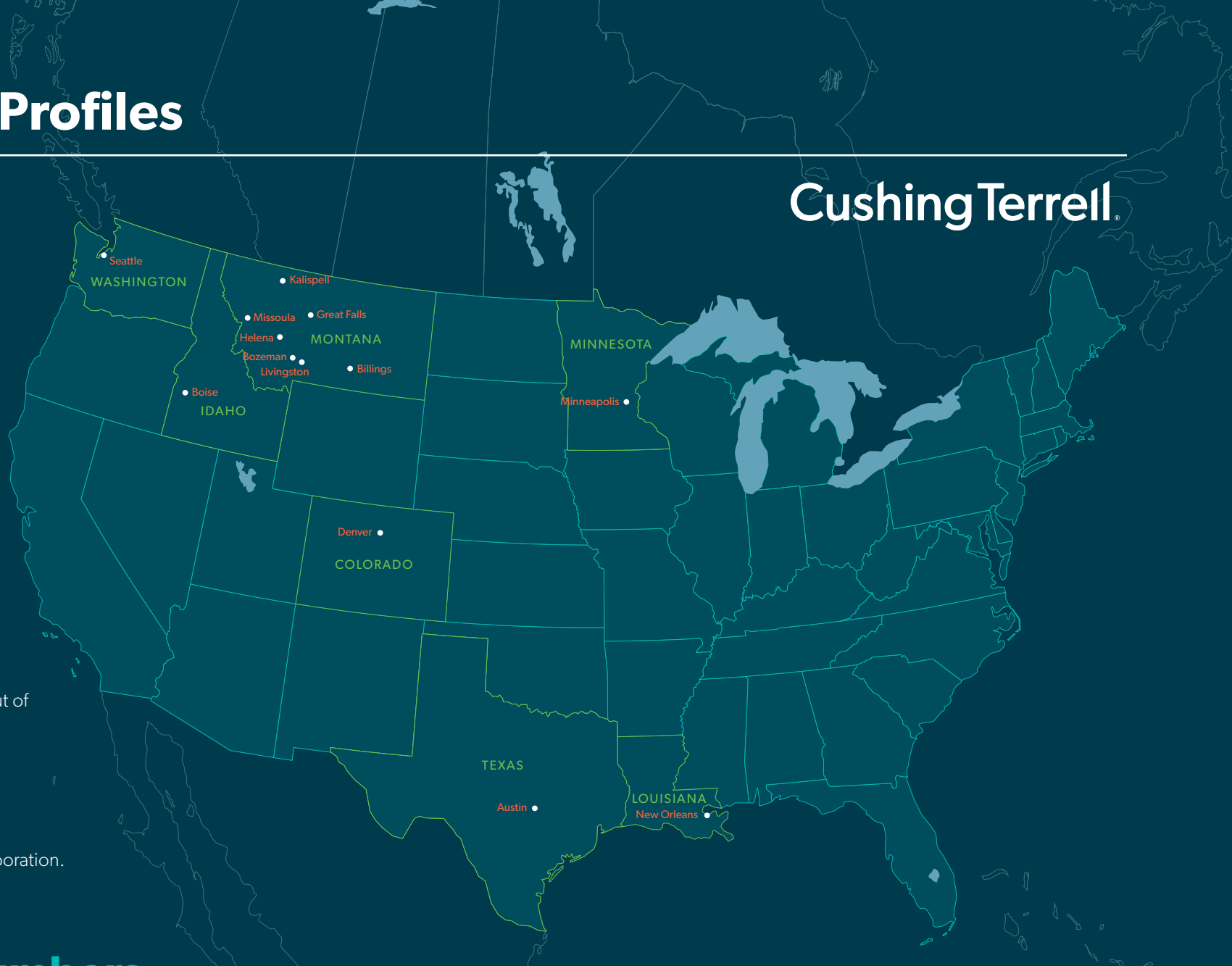
REFERENCE:

Aja Tibbs
Long Range/Historic Preservation Planner
303.655.2015



B. Firm Profiles

Cushing Terrell®



Contract Office

This effort will be led out of CT's Denver office

Cushing Terrell
303 E. 17th Ave. #105
Denver, CO 80203

Cushing Terrell is a corporation.

By the Numbers

375+

professionals

600m

annual construction volume
Packet Page 264

83

years in business

Our Story

About Cushing Terrell

Cushing Terrell was founded in Billings, Montana in 1938. Cushing Terrell integrates the skills and expertise of more than 20 different technical disciplines into hand-picked teams for any given project. With multiple disciplines working side by side, sharing individual know-how and thriving on the energy inspired by collaboration. Cushing Terrell teams develop progressive designs for a wide range of projects in the six Market Sectors that we serve: Commercial, Education, Government, Healthcare, Living and Retail.

High Performance

At Cushing Terrell, we pride ourselves on an approach that we have termed High Performance. It is the product of uniting talent, passion and expertise with the company's mission; developing integrated teams of top notch architects, designers, engineers, interior designers, landscape architects, project managers and visionaries working together.

The Experience

We recognize and celebrate the many relationships that occur and are maintained throughout the course of creating dynamic environmental spaces. From the initial meeting, to the final reveal of any project, the ever-present interactions between clients, designers and engineering professionals comprise what we commonly refer to as, The Experience. In short, The Experience is the essence of every point of contact and every nuance associated with Cushing Terrell.

Our Services

ARCHITECTURE

SUSTAINABLE DESIGN / LEED®

URBAN PLANNING / DESIGN

LANDSCAPE ARCHITECTURE

ENGINEERING

Civil · Electrical · Mechanical · Structural ·
Plumbing Environmental · Industrial Hygiene ·
Refrigeration

BUILDING COMMISSIONING

CONSTRUCTION ADMINISTRATION

ENERGY MODELING & CONSERVATION

FACILITY MANAGEMENT

FIRE PROTECTION

GRAPHIC DESIGN / MULTIMEDIA DESIGN

WAYFINDING

HISTORIC PRESERVATION

INTERIOR DESIGN / FURNISHINGS

IT / COMMUNICATION SYSTEMS

LIFE CYCLE COSTING

ROOFING / BUILDING ENCLOSURE

SECURITY / ACCESS CONTROL DESIGN

VALUE ENGINEERING

70+

LEED accredited professionals

13

office locations
Packet Page 265

1

client-driven mission

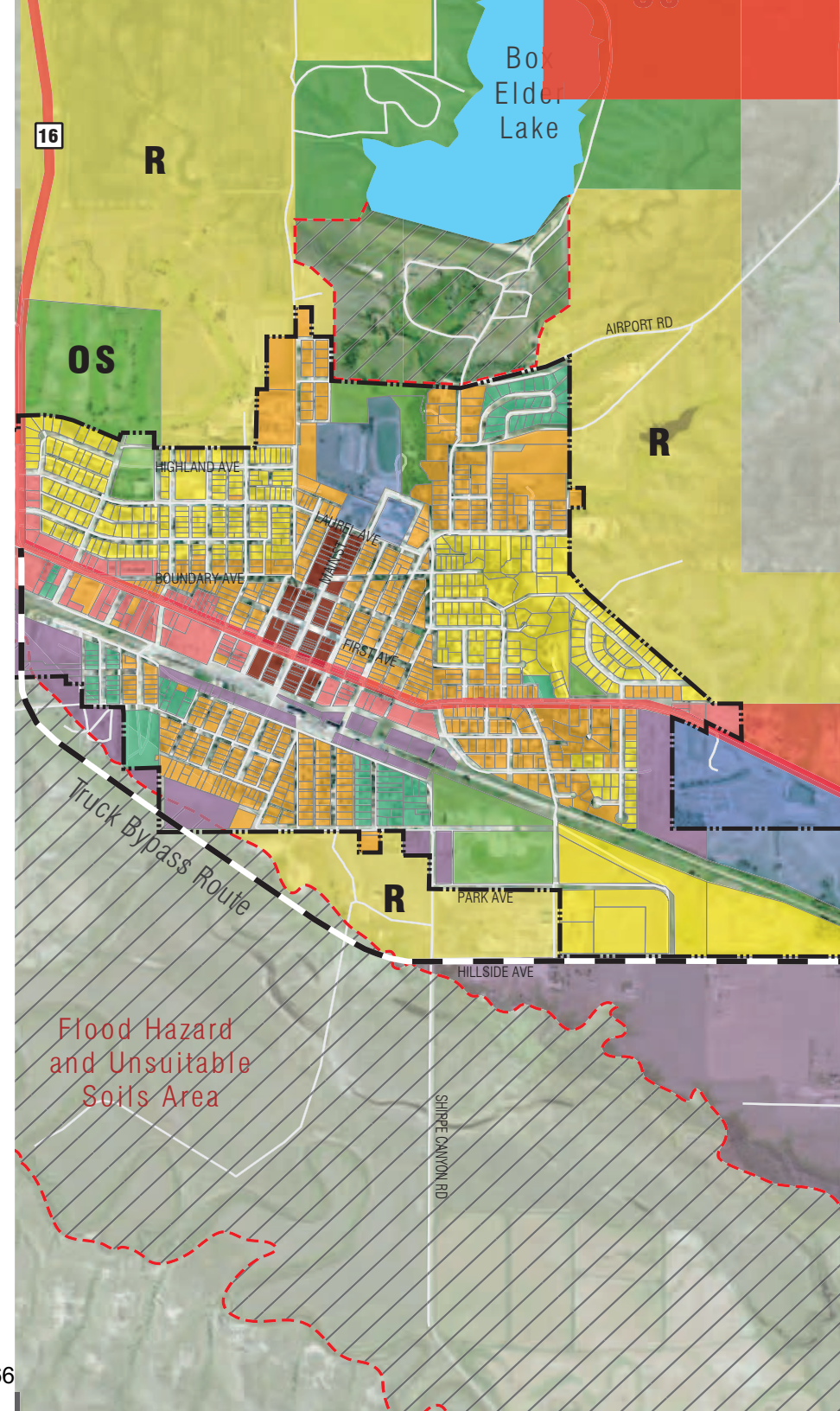
We Know Community Planning

Cushing Terrell has successfully completed municipal and countywide visioning master plans, comprehensive plans, special district plans (downtown, Urban Renewal District and neighborhood plans), urban design studies, and community outreach programs throughout the Western U.S. Examples include:

- Town of Carbondale Comprehensive Plan Update, Carbondale, CO*
- Town of Basalt Master Plan and Facilities Plan, Basalt, CO**
- Together Chaffee Comprehensive Plan; Chaffee County, CO
- Mountain Area Master Plan; Steamboat Springs, CO*
- One Big Sky District Development Plan; Billings, MT
- Downtown Urban Master Plan; Belgrade, MT
- Glacier Town Center; Kalispell, MT
- Kalispell North Town Center; Kalispell, MT
- Kalispell Core Revitalization Plan; Kalispell, MT
- Port Coquitlam Downtown Action Plan; Port Coquitlam, BC
- Carlin Master Plan; Carlin, NV
- South Kalispell Urban Renewal Plan; Kalispell, MT
- Livingston Medical District New Town; Livingston, MT
- Livingston Downtown Streetscape Plan; Livingston, MT
- Alton Downtown Riverfront District; Alton, IL

*Currently Underway

**Town Master Plan is complete, Facilities Master Plan is in progress



Connect One Design, located in Basalt, Colorado, is a landscape architecture and land planning firm focused on delivering superb value for their clients while planning and designing landscapes that regenerate our human, financial and natural capital. After a collective 25 years at an internationally renowned planning firm focused heavily on mountain resort planning, Gyles Thornely, Heather Henry, and Sara Tie formed Connect One Design in 2009. The firm's goal is to combine the high-quality design of larger firms with the personalized service and budget consciousness of a boutique company. Their experience in planning, design, and construction anchors their solutions in financial reality and provides added value at every step.

Connecting People to People

At Connect One Design, our approach to projects begins with the understanding that lasting designs are created through a highly collaborative, iterative, and transparent process. Our design process begins with a thorough understanding of client needs, executed with state-of-the-art software, a high level of innovative thinking, and communicated through the latest presentation tools. While focusing on the physical aspect of design, Connect One Design will never lose sight of the financial, political, and legal concerns that must come together to create the foundation of a successful project.

Connecting People to Land

As LEED accredited professionals, Connect One Design is dedicated to making sound, actionable and environmentally conscious design decisions on all their projects, regardless of scale. They consider the conservation of resources to make both environmental and fiscal sense. They follow a design process that establishes critical sustainable design strategies early in the course of a project and tracks the progress of those ideas throughout the design stages into implementation and beyond. At Connect One Design, they believe that by listening carefully, communicating effectively, and designing for generations to come, they will exceed expectations on every project.

Our hands-on approach to projects has delivered effective and efficient work in the following areas of specialty:

- Master Planning
- Recreation Planning
- Ski Base-Area Planning
- Community and Stakeholder Outreach Facilitation
- Public Relations and Advertising
- Commercial and Residential Landscape Architecture
- Park and Playground Master Planning and Construction Documentation
- Streetscape Design
- Urban Design
- Conservation Development



Fehr & Peers has specialized in providing transportation planning and engineering services to public and private sector clients since 1985. We develop creative, cost-effective, and results-oriented solutions to planning and design problems associated with all modes of transportation. We offer our clients the right combination of leading-edge technical skills and extensive knowledge of the communities in which we work to deliver comprehensive solutions and superior client service. We are nationally-recognized experts who routinely publish original research, serve on national committees, and teach courses to others in the industry. We do this while maintaining our commitment to translating those techniques into practical solutions.

As a national transportation planning and engineering firm, we specialize in serving our local communities. Fehr & Peers's Denver office has worked in a variety of Colorado mountain communities including Aspen, Vail, and Frisco. In addition, we have experience working in communities that are small population centers adjacent to major National Parks. Recent examples include Moab, UT and West Yellowstone, MT. Our work in mountain communities has ranged from traffic analyses that use big data to pinpoint specific locations that tourism traffic originates from to identifying new multi-modal connections that retain community character, serve local residents, and offer visitors new ways of seeing a town. And regardless of community size or location, Fehr & Peers also specializes in collaborating with diverse planning teams to deliver Comprehensive Plans that feature innovative visions for future land use that are supported by robust, connected, and implementable multi-modal transportation networks.

At Fehr & Peers, we take a creative, data-driven approach to each of our practice areas:

- Integrated land use & transportation plans
- Complete Streets
- Multi-modal operations & simulation
- Bicycle & pedestrian planning
- Transit planning
- Conceptual street & trail design
- Travel behavior & forecasting
- Sustainable transportation



What We Do

In more than 250 communities across the country, our strategies have resulted in built projects that immediately improve residents' quality of life: thriving downtowns, bustling shopping districts, inviting neighborhoods, and productive employment centers.

As urban strategists, our role is to keep the big picture in sight, while simultaneously providing deep expertise in the strategic, market, financial, and economic elements that make projects possible and successful. We recognize that special and economically viable places result not just from one factor, but from the combination of quality design, supportive markets, developer capacity, and financial strength. During every assignment, we engage the public and private champions essential to rallying support and overcoming obstacles.

Leland Consulting Group, established in 1989, has over 31 years of experience providing strategic real estate development advisory services to both public and private sector clients across the United States.

Who We Are

Leland Consulting Group was founded by Dave Leland in 1989. His philosophy that shapes our company culture is best summarized by one of his projects. Dave was consulting to the CEO of a national home builder and was asked by the client to attend an executive level meeting. While sitting around the table a VP challenged the CEO and asked why Dave was at the meeting. The CEO calmly replied that Dave was the only person in the room that would tell him if he had spinach in his teeth. We are not idealists or yes people. We give you meaningful and actionable advice grounded in reality. We will tell you if you have spinach in your teeth.



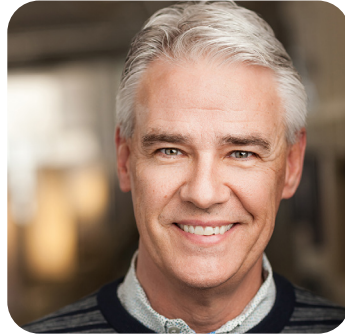
C. Your Team



CUSHING TERRELL, Denver, CO



Wayne Freeman, Bozeman, MT
Principal



Keith Walzak, Denver, CO
Project Manager



Dave Dixon, Denver, CO
Project Advisor



Nora Bland, Denver, CO
Community Outreach



Ashleigh Powell, Austin, TX
Sustainability Director

CONNECT ONE DESIGN, Basalt, CO



Heather Henry, Principal



Katie Tabor, Proj. Manager



Molly Somes, Comm. Outreach



Ted Kamp, Economics Lead

Leland Consulting Group, Portland, OR

FEHR & PEERS, Denver, CO



Ann Bowers, Principal



Carly Sieff, Trans. Planner



Krystian Boreyko, Trans. Planner

*Resumes for key staff members shown here can be found in Section I of this proposal

Organizational Chart



	CUSHING TERRELL				C1D	LELAND	F&P
							
CORE TEAM / TASK LEAD	Keith Walzak Project Manager	Dave Dixon Land Use Planner	Nora Bland Community Outreach	Ashleigh Powell Sustainability	Heather Henry Outreach / Recreation	Ted Kamp Housing / Jobs	Carly Sieff Mobility
Project Management / Check-In	●	●					
Data Collection / Existing Conditions	●	●		●	●	●	●
Project Steering Committee Mtgs.	●	●	●		●		
Community Outreach / Engagement	●	●	●		●		
Population / Demographics / Housing	●	●				●	
Transportation / Mobility	●	●					●
Natural Resources / Resiliency	●	●		●	●		
Infrastructure	●	●					●
Policy / Implementation Strategies	●	●		●	●	●	●
Draft Comp Plan Update	●	●	●				
Final Comp Plan Update	●	●	●				
Plan Approval Process	●	●					

D. Billing Rates + Fee Proposal



Billable Rates

Cushing Terrell

Wayne Freeman	\$223
Keith Walzak	\$239
Ashleigh Powell	\$140
Dave Dixon	\$132
Nora Bland	\$89
Savannah Terrell	\$62

Connect One Design

Heather Henry	\$185
Katie Tabor	\$125
Molly Sommes	\$90

Fehr & Peers

Ann Bowers	\$250
Carly Sieff	\$170
Krystian Boreyko	\$135

Leland Consulting Group

Ted Kamp	\$170
Jill Mead	\$125
Jane St. Michael	\$110

**Direct Reimbursable expenses may include items such as; travel, mileage, printing and language translation services.*

Fee Proposal

The following Cost by Task are estimates at this time. Final costs and fees will be determined based on the City of Glenwood Springs priorities and a final approved Scope of Work. Estimated Direct Reimbursable cost are in addition to the estimated labor cost.

The Draft-Final Comprehensive Plan Update deliverable is assumed to be a Supplement of the existing Plan and not a complete re-write of the current Plan. It is assumed that Project Steering Committee meetings will be conducted by Zoom. Community Workshops (3) will be in-person and Focus Group sessions may be a combined Zoom and in-person (to be determined). No additional Online Survey will be conducted as part of this Plan Update process.

Additional City of Glenwood Springs standing 'committee' meeting updates shall be determined prior to initiating the Plan Update process. This proposal assumes up to 5 community-based committee updates are included. Second language translation services shall be provided through the City of Glenwood Springs.

ITEM	TASK	HOURS	COST	PERCENT
1.	Kick-off / Project Management	98	\$14,106	8%
2.	Data Collection / Base Mapping	76	\$8,060	5%
3.	Project Steering Committee Mtg.s (8)	190	\$23,298	13%
4.	Community Engagement Plan / Activities	308	\$32,746	19%
5.	Population / Demographics / Economics	56	\$13,074	8%
6.	Transportation / Mobility	66	\$8,402	5%
7.	Environment, Resiliency, Climate	56	\$7,450	4%
8.	Parks, Open Space, Recreation, Trails	30	\$6,262	4%
9.	Sustainable Infrastructure	96	\$4,296	2%
10.	Existing Conditions Assessment Memorandum	54	\$9,054	5%
11.	Future Land Use Map	102	\$6,400	4%
12.	Policy Recommendations / Implementation Strategies	122	\$12,720	7%
13.	Draft Comp Plan Update	54	\$6,526	4%
14.	Draft-Final Comp Plan Update	58	\$13,992	8%
15.	Final Plan Adoption / Final Reporting	54	\$6,254	4%
Subtotal Labor		1,456	\$172,640	
Direct Reimbursable			\$11,000	6%
TOTAL			\$183,640	

**Direct Reimbursable expenses may include items such as; travel, mileage, materials, and printing.*

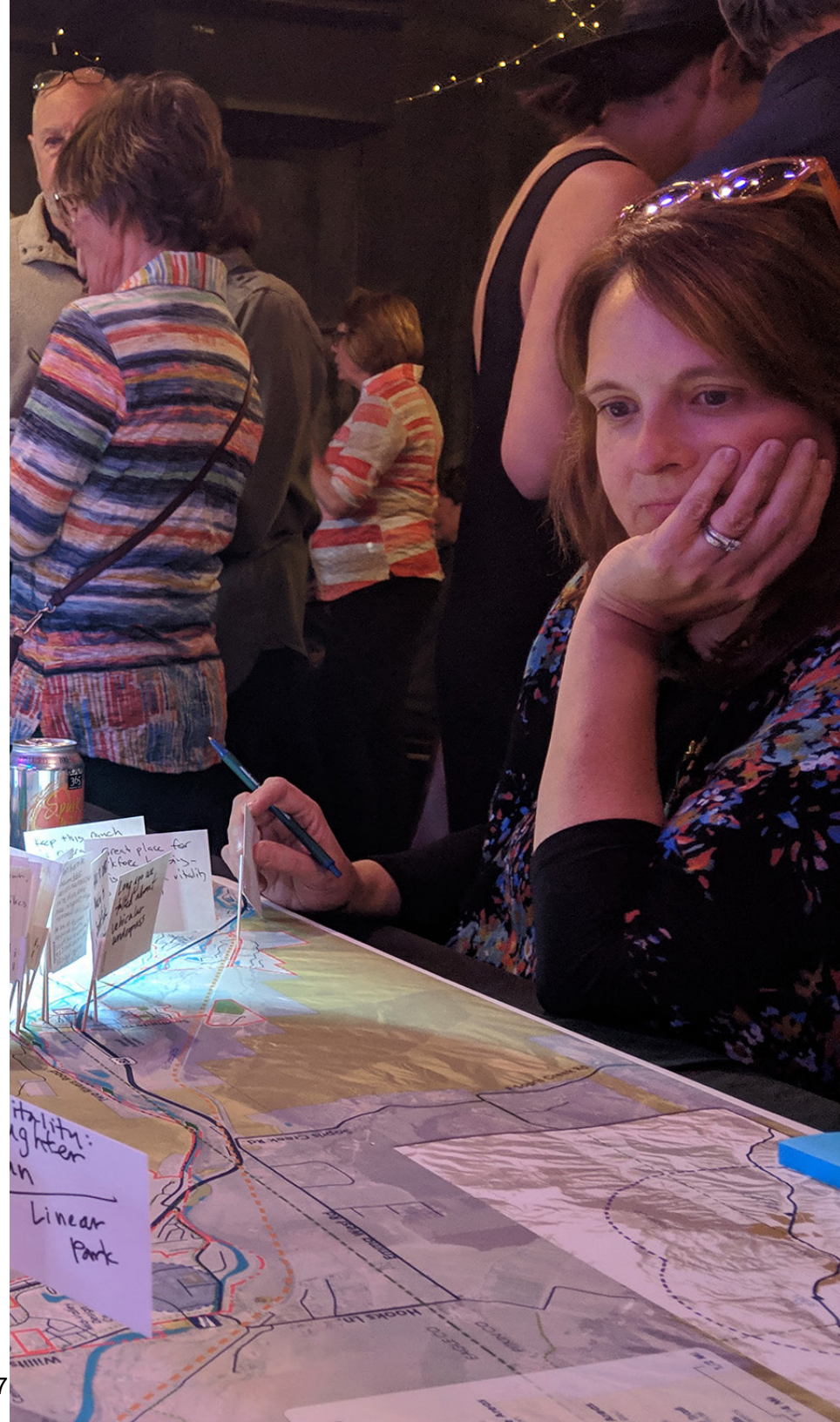
“

Thanks again for assisting us with the FLM Study. F&P's team expertise was immensely valuable and the final document is outstanding. I really appreciate your time and effort throughout this project and your willingness to listen and respond to our community's unique needs.

”

—Jared Barnes
ECO Transit & Trails

Packet Page 277



E. Project Understanding + Approach



PROJECT UNDERSTANDING

As a thriving community and popular destination for vacationers, Glenwood Springs serves a pivotal role in the Roaring Fork Valley. With a population approaching 10,000 inhabitants, Glenwood Springs is the largest municipality in Garfield County. Its center of activity is its downtown commercial district, which offers a diverse mix of entertainment and cultural venues, retail, government, higher education and professional services.

The City is conveniently located at the intersection of Interstate 70 and Highway 82 – with close proximity to Aspen, Vail and Grand Junction – and serves as a regional center for shopping, health care and other amenities. In 2017, the City's top sectors for employment were leisure and hospitality (21.4 percent), government (21.3 percent), education and health services (20.3 percent) and retail trade (15.6 percent).

Glenwood Springs' proximity to natural resources attracts outdoor enthusiasts including anglers, hikers, bicyclists and whitewater rafters. Tourism is one of the City's most important sectors with overnight visitors accounting for \$1.06 million in City accommodation tax revenue (2017) and \$42.6 million in lodging business volume. From June 2015 to July 2016, 1.3 million visitors arrived from parts of the United States and abroad (including the United Kingdom, Canada, Germany, Australia, Netherlands, France, and Japan).

While the community is geographically constrained with limited available land to create new neighborhoods or increase commercial development, the City is aware that managed growth is essential to its successful future. Among other things, the community seeks to identify opportunities to increase housing options, provide new retail and employment, and additional space for civic and public uses while respecting the natural environment.

There is a pent up demand to attract diverse businesses and industries to locate in Glenwood Springs while providing housing options near the downtown core, close to the City's main shopping district. Anchored by two iconic historic buildings – Hot Springs Pool and Hotel Colorado – the downtown defines the character of this special place. The 125-year-old hotel has served as lodging for many visitors throughout history, including Presidents Theodore Roosevelt, Benjamin Harrison and William H. Taft.

Today, Glenwood Springs is facing a number of challenges. The affects of climate continue to devastate surrounding areas, fire hazards, and subsequent mudslides in Glenwood Canyon have a direct impact on the community as the I-70 corridor closures have stopped traffic for days.

Community members also voice concerns about access and mobility due to increased traffic congestion and daily commuters coming through from Silt/Newcastle/Rifle/Gypsum toward Aspen. With the I-70 corridor closures, commuters and travelers are constantly seeking alternative routes. Frequent mudslides in the Canyon are having a direct impact on the City's water infrastructure due to the influx of debris coming down the mountains. The City is also not immune to increases in homelessness (or people experiencing the state of houselessness). Informal encampments that actually provide some services act as a catalyst for more people to come. The West Glenwood area at the old mall retains some commercial/retail uses, but overall, the area is under-performing and could use an economic boost. The Confluence Development area has been a target for redevelopment, but the site has just not developed as envisioned by the City. To many, this a huge missed opportunity.

With all these challenges, there is the need to look to the future. As Albert Einstein once said, "In the middle of difficulty lies opportunity." This Comprehensive Plan Update will define the opportunities that lie ahead for the community of Glenwood Springs and help chart a course for next generations.

COMMUNITY BUILDING

Every project and every community is uniquely different – environmentally, culturally, historically, contextually. As community builders, we are driven by the unique circumstances of the place that we are working in. For Glenwood Springs, we know what our role is; to help guide and facilitate an objective planning process. Our role is to listen, and to recognize the stories from the local community as defined by the community itself. The storylines of Glenwood Springs will help inform our understanding of the future of the community as we explore opportunities and outcomes that the community can support.

At Cushing Terrell, we instill outcomes that are in harmony with a community's context. We believe in an inclusive and holistic planning approach that brings all voices together to define the future of a community. We strive to connect on an emotional level with our clients, while empowering the collaborative process to bring the highest performing solutions to solve complex and critical issues.

We are passionate and optimistic about the future and ongoing success of Glenwood Springs and we are motivated to help you attain a vision for your community. As a firm, our greatest accomplishments are based on our long-lasting client relationships that are built upon trust. We look forward to developing a strong collaborative relationship with the City of Glenwood Springs. From our previous clients' experience, rest assured that you can count on and trust Cushing Terrell.



PUBLIC OUTREACH + ENGAGEMENT

Our work in Carbondale, Basalt, and Steamboat Springs underscores our ability to recognize that citizens are very proud of the community they live, play, and work in. For Glenwood Springs, residents enjoy the neighborly culture, vibrant downtown, and access to recreation and open spaces. As the Comp Plan begins, we will build off of the work of the 2011 Plan and help enable a community-wide conversation to identify important issues and challenges and reaffirm a future vision of Glenwood Springs.

Discussions that center around change in a community can be difficult, particularly for those who have lived there for so many years. The idea that the community may evolve, where people are used to a certain way of life, may be threatening to some. We understand this human dimension and we are prepared to be the steady hand to help facilitate a process that works for everyone. Meaningful community outreach is integral to how we work and is incorporated throughout all phases of our approach. Our team will help define an optimal outreach and public engagement program that fits the City's needs and employs available resources in the most effective way.

Given the uncertainty of in-person engagement due to COVID-19, we are prepared to include virtual focus group sessions, open houses and workshops; and online surveys, that are supplemented with print outreach and direct communications with local community-based organizations. We will develop informative graphics for briefings and presentations, and provide materials to support existing social media and web campaigns for the project. The goal is to reach targeted audiences and key stakeholders to achieve a broad understanding of the community's vision, and to empower participants to feel they have a voice and that the Plan ultimately reflects their values and priorities.

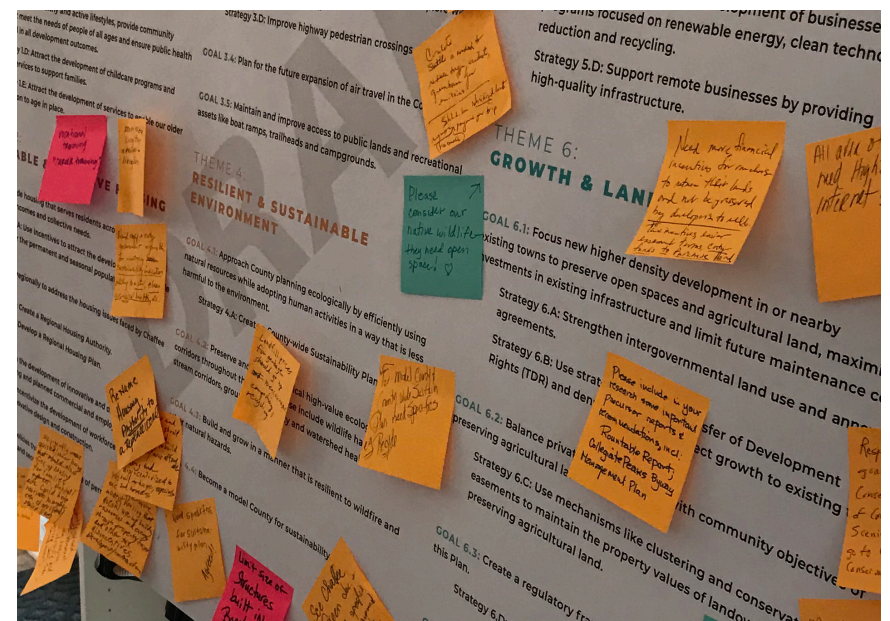
OUR COMMUNITY ENGAGEMENT APPROACH WILL:

- Be transparent, inclusive and accessible
- Raise early awareness and understanding of the Plan
- Help the City better understand community aspirations and needs
- Build stakeholder and community acceptance and buy-in
- Inform decision-making
- Reduce risk to scope, schedule, and budget

FOR MORE INFORMATION ON CUSHING TERRELL'S
OUTREACH APPROACH, GO TO:

[Explore Community Engagement at Cushing Terrell](https://vimeo.com/535935795/6d9df0462d)

(<https://vimeo.com/535935795/6d9df0462d>)



PROJECT METHODOLOGY

Our process is straightforward. We will organize the Plan Update process into distinct project phases to address the City's priorities. Our team will focus on the targeted areas noted in the City's Request For Proposal and begin by facilitating a dialogue to reaffirm the City-wide vision and guiding principles, and review of policies and their effectiveness in Glenwood Springs.

Concurrently, we will work with City staff to integrate a community visioning process along with high priority Plan elements. Key to the planning process will be in our approach to providing an authentic and inclusive community and stakeholder participation program to garner support for decisions impacting the Comprehensive Plan Update. We will:

INFORM: Applying a wide range of techniques, we will broadly share project information. We will communicate the plan's purpose, need, schedule and key decision-making milestones as early and often as possible. We will define a clear understanding of why this Plan is needed, and describe how the Plan will directly incorporate community priorities and long-term vision to build community support.



INVOLVE: We will concurrently establish a trust-based participatory process. Our team will work closely with staff and project stakeholders to define how local businesses, organizations, neighborhoods and the broader community's residents can engage in the process to establish priorities, voice opinions, and help determine acceptable growth strategies. Together, we will develop important guiding principles and priorities, weigh trade-offs, and refine the Plan to reflect core community values.

INSPIRE: Communicating the benefits of the Plan. We will focus on broadening awareness and emphasize the benefits of the Plan to promote community acceptance and buy-in. The Plan's many benefits for the local economy, rich natural resources, and surrounding neighborhoods will be communicated, defining key policies and an implementation strategy framed within the vision and broader goals for the City and the immediate region.

PROJECT APPROACH

Our proposed scope of work will be comprised of the following Phases and tasks:

Kick-off/Initiation

- Project Kick-Off
- Vision / Guiding Principles / Values
- Community Engagement Plan
- Stakeholder Interviews

Exploration / Assessment

- Small Group Meetings
- Technical Advisory Committee Meetings
- Community Outreach
- Assessment Summary
- Future Land Use Plan

Recommendations / Implementation Strategies/Plan Development

- Policy Recommendations / Implementation Strategies
- Draft Plan Update

Plan Approval

- Draft Comp Plan Update
- Draft-Final Comp Plan Update
- Plan Adoption / Public Hearings

KICK-OFF/INITIATION

We will begin with a Project Kickoff Meeting to *verify* project assumptions, scope, timelines, and deliverables. We will confirm project goals and objectives, identify existing issues, and define big picture desired outcomes and measures of success for the planning process. At this time, we will review the Community Engagement Plan (CEP) with staff and set up regular bi-weekly project management meetings.

Project Management + Administration | We are committed to the active participation of all our team members as a part of this effort. To manage the day-to-day activities, timelines, and budget, Keith Walzak (Project Manager) and Dave Dixon (Task Coordinator) will be available to the City's Project Manager throughout the process. Keith and Dave will attend project management check-ins and be responsible for the following project elements:

- Contract scope of work refinement and finalization
- Bi-weekly project management Zoom calls
- Scheduling and project administration
- Task management and quality controls
- Subcontractor coordination and contract administration
- Monthly invoicing

Community Engagement Plan (CEP) | Our team will confirm with the City a community outreach strategy outlining key stakeholders, a communications program, participant feedback loops and decision-making processes. Messaging and outreach efforts will be tailored to specific stakeholders in Glenwood Springs. The CEP may include the following outreach and engagement strategies:

- Socially Distanced Driving/Van Tours
- Team Coordination Meetings (bi-weekly on Zoom)
- Monthly Project Steering Committee Meetings
- Online Community Visioning Survey*
- Virtual Stakeholder Focus Group Sessions
- Community Workshops
- Website content*
- Project Materials (Fact sheet, FAQ, advertising materials) / Language Translation services to be determined as required
- Summary of Outreach Reporting
- Planning + Zoning Commission and City Council Updates

**Assume utilizing a 3rd party online platform or City website (no new website hosting is anticipated)*

Project Steering Committee (PSC) | Our team will attend up to 8 monthly Steering Committee meetings to inform and guide the initial visioning effort and Plan process. The PSC members will be established by the City and include community members from various entities such as: affordable housing advocates, local businesses and residents, property owners, local builders and developers, environmental groups, aging in community advocates, and other special interest groups – all of whom have local knowledge and a stake in the success of the future of Glenwood Springs. The PSC will serve as a sounding board to confirm the goals, identify high priority recommendations and outcomes and help define community values and metrics to be used as benchmarks throughout the process.

Stakeholder Focus Group Interviews | Our team will facilitate a series of online or in-person (tbd) Stakeholder Focus Group Interviews to inform our understanding of community values, existing conditions, future development opportunities and related issues. The City will determine potential participants and assist in scheduling interviews. The interview topics may include: affordable housing, sustainability /resiliency, local development, multi-modal mobility + access, culture + art, aging in place, and other topics as identified as key to the future of Glenwood Springs. We have found it valuable to invite a representative from traditionally underserved communities (such as non-English speaking communities) to attend each focus group. We are assuming 6-7 focus group topics with up to 7-9 participants each. Details will be jointly determined by the staff and the consultant team.

Community Workshops | Our team will plan and facilitate up to 3 community workshops to be held virtually unless determined otherwise. The workshops will correspond with the plan visioning, alternative scenario modeling, policy recommendations and implementation strategies. Each workshop will help verify community needs and affirm the vision for a range of topics as; land use, environment, mobility, resiliency, climate and community character. Workshop topics will include graphic visuals, precedent images, and 2D/3D massing models depicting various development density scenarios for public review and comment.

Online Surveys | Our team, may, at the direction of the City, provide additional Online Community Surveys at different intervals of the Plan process to inform community members and solicit input on various topics. This task is not included in the Fee Proposal on page 26.

DELIVERABLES:

- Project Kick-off Meeting / Bi-weekly PM Meetings
- Community Engagement Plan (CEP)
- Project Steering Committee Meetings
- Stakeholder Focus Group Interviews
- Community Workshops
- Online Surveys

EXPLORATION / ASSESSMENT

Our process begins with research. We listen and ask questions to understand and define project goals and objectives. Our team will immediately begin by researching existing conditions and policies and mapping analyses that we will communicate back to the public in an effective way. We focus our approach on:

- Holistic decision making
- Collaboration
- Policy and Development Standards
- Strategic Re-investments
- Synergy between people, space, and environment

Data Collection | Our team will generate a comprehensive list of materials necessary to develop a baseline of information for the existing conditions analysis. Potential data may include digital reports, past studies, and GIS data addressing:

- City / regional socio-economic and demographic data
- Housing / jobs
- Land use / parcels / ownership
- Planned / entitled development projects (housing units / types)
- Development standards / codes / policies
- Infrastructure / public safety services
- Environmentally Sensitive Areas / Hazards
- Transportation / Infrastructure

Using existing data and creating new data where possible, we will develop a planning-level GIS digital base map of the City and its 3-Mile Area to include key physical features such as roads, land uses, zoning, environmental zones, habitat areas, parks, open spaces, neighborhoods, subareas and existing and planned / entitled developments. The base map will be used as the basis of future graphics to support the evaluation of planning level land use / growth projections and allocations.





Land Use Code / Zoning / Building Code Regulations | While a detailed code audit and development code update is not part of this Plan Update effort, it is critical that our team familiarizes ourselves with the current regulatory review process and land use, zoning and building code requirements, particularly with ongoing studies associated with parking, infrastructure systems and any code amendments. Our team will conduct an initial scan of the regulatory code to identify key areas where the code may be improved. We will summarize current policies and code elements to inform our understanding and assessments of areas as the downtown, existing residential neighborhoods and future areas as the Confluence Development. The primary scope objectives will include:

- Review existing development and building codes and related policies
- Identify current best practices (locally, regionally, nationally)
- Define gaps and recommendations for new policy or code amendments

Economic Conditions / Opportunities | Glenwood Springs is going through an evolution that can bring more opportunities than challenges. While tourism, government, and education provide a majority of jobs, the City is growing economically due in part to its position in the region. Like many tourism-based areas, year-round revenue sources, jobs, and affordable housing are important economic factors. Driving some of the local economic growth toward non-traditional, remote jobs with people leaving large urban areas for a better quality of life is a factor for Glenwood Springs. This presents an opportunity to harness new revenues as long as the local economy can keep pace with rising housing demands. Our team will draw on the range of public data sources (e.g. DOLA, census data, parcel records, traffic counts, employment, commuting patterns, etc.) and subscription data services, together with input from stakeholders and local brokers/developers to identify existing assets and opportunities.

Market, Demographic + Economic Profile | Leland Consulting will understand change and the impacts resulting from change in the community. Providing stakeholders with an objective, data-driven understanding of their community helps elevate the visioning discussions because everyone has a common understanding of local conditions. Leland will prepare a City Profile Report to clarify the implications of key economic and demographic indicators and document growth by sectors in the city, demographic trends, the economic base and changes in economic diversity. It will also contain an overview of non-residential real estate trends as part of the economic base analysis. All data will be related to either State-wide, regional or national trends to provide context. Leland will also supplement the data with interviews with key stakeholders as real estate professionals in the area.

Baseline Fiscal Conditions (City Costs and Revenues) | The Update may serve to communicate the City's infrastructure needs and funding services. At the discretion of the City, Leland Consulting may prepare a planning level Fiscal Conditions Overview to document the City's revenue and cost structure and the cost of services. This would serve as baseline research and analysis to construct the Fiscal Impact Model as needed to estimate the cost of services and revenues by major land use type. Leland will work with the City's Finance Department to ensure the analysis reflects the City's budget practices and cost and revenue allocations if deemed necessary for this Plan Update.

Housing + Jobs Analysis | Our analysis will include a review of market rate, affordable and "missing middle" income housing, and other accommodations needed to achieve the vision for Glenwood Springs. We will evaluate available data on current and projected housing forecasts and demand to address the equitable distribution of housing and appropriate housing typologies to support the communities affordable housing objectives. Other contemplated uses may include mixed-use and job creation opportunities in retail/services and commercial usages, light industrial, medical office and hospitality. The analysis will assess each use in context with current and future zone classifications in the City.

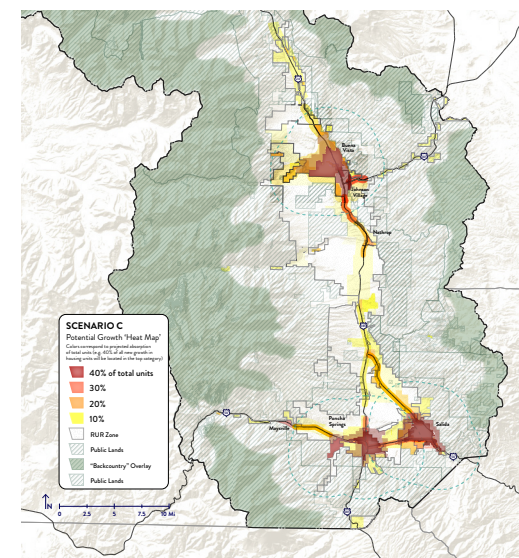
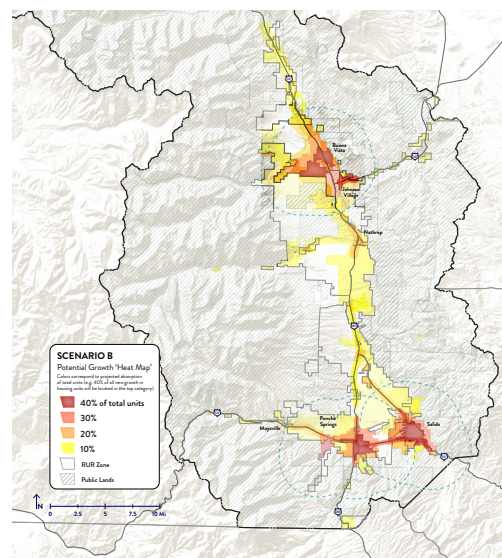
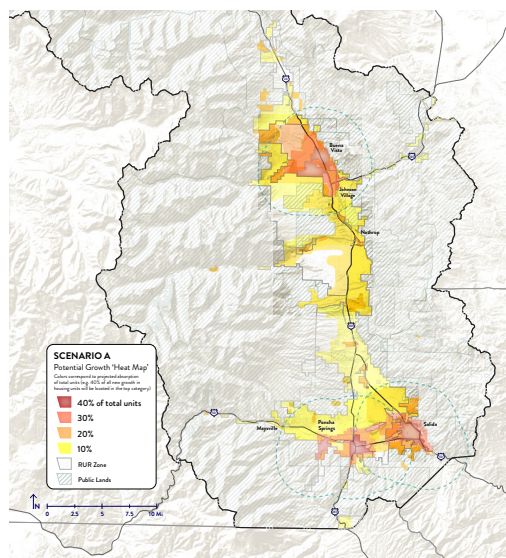
Growth Allocations + Land Use Scenario Alternatives Development | With the City's economic profile and impacts accounted for, our team will compare

likely future growth demand to the existing available land areas and identify high, medium and low propensity areas and scenarios. This assessment will test assumptions related to existing residential and commercial densities to the potential as envisioned by the Future Land Use Map.

The growth allocations assessment will validate how current conditions may support varying development types and future density patterns. Once this is defined, the team will develop visual 2D maps and precedent imagery of the study areas to illustrate future development and density patterns in the City's high priority growth areas. Our team will use 2D modeling tools to help illustrate development typologies, density patterns and alternative outcomes at a city-wide level but in greater detail for specific subareas.

The growth projection analysis will be summarized in an Existing Conditions Memorandum and serve as a baseline to inform focus groups and workshops on future land use scenarios for high-priority study areas. Key findings from the research and workshops will be documented in a report and be made available to the public and through formal presentations.

Mobility + Transportation | Our team will provide a planning-level analysis for the Update relying on available information to verify current travel patterns, planned improvements and guide recommendations supporting vehicular, bicycle and pedestrian movements, and on and off-street parking requirements.



Example growth model scenarios

Our team will address the multi-modal and transit systems and mobility needs for aging community members. Fehr and Peers will conduct an assessment of the overall street network, multi-modal trails, pedestrian amenities, and parking requirements in key study areas. We want to understand how people access the community, whether multi-modal options are utilized, how existing parking requirements impact current development patterns, and how new mobility service investments may help address long-term, sustained, multi-generational access improvements.

Applying fundamental principles as Complete Streets and the 15-minute neighborhood will help guide new infill developments that promote more compact, walkable destinations. Our assessment will inform future land uses and help determine appropriate measures to improve multi-modal access in the City and planning area.

Fehr and Peers will collect information on crash incidents and severity and identify areas of high injury—corridors / locations with the majority of the City's fatal and severe injury crashes. We want to hear from the community about areas that pose a concern, uncomfortable places to walk and bike, and locations that travelers avoid because of safety concerns.

The team will develop a set of prioritized action items for driving, walking, biking, transit, and freight. These action items will focus on improving connectivity, capacity, and safety and will be tied closely to land use recommendations. In addition to infrastructure recommendations, policies and programs will be identified that can move the City and immediate Garfield County area toward established goals. The action items will be multi-modal in nature and address climate and sustainability practices, preparing for emerging technologies, maintenance, emergency response, land use and transportation interaction, funding, health and equity.

Given the increasing importance of freight and tourism traffic in the City, we will develop strategies consistent with the Regional Transportation Plan to include opportunities for improving infrastructure, identification of programs and incentives to support existing mobility and freight-dependent/freight-related industries, and identification of safety "hot spots" and other areas of concern along truck routes.

Climate Action, Resiliency + Hazard Mitigation | At Cushing Terrell, we value knowledge-based decisions in sustainable development, infrastructure, and building design, taking into account best practices, tools and incentives as we plan for adaptability and resiliency. In conjunction with Connect One, our in-house sustainability team will assess strategies for resiliency planning,



sustainable development and natural resource best practices. Considering land use, mobility, and environmental risks holistically to determine how Glenwood Springs and the region address the growing threats of hazards and climate change today.

Our team will review existing conditions using resources such as the FEMA Resiliency Analysis And Planning Tool (RAPT) and the Colorado Future Avoided Cost Explorer (FACE: Hazards) Tool to examine census data, infrastructure, hazards, historical estimated annualized frequency of hazard risk, and future economic impacts associated with natural hazards.

We will identify performance indicators, based on available data, to evaluate trade-offs between plan scenarios. The preliminary indicators will help us understand the potential performance of different plan scenarios, taking into account water resources, hazards and environmentally sensitive areas. The analysis will explain the related trade-offs and choices that result from land use and development decisions. Where data is unavailable to support the analysis, we will leverage qualitative evaluation criteria to conduct the performance assessment. We could, for instance, use community survey input to illustrate the type of climate impacts that are the most pressing threats, such as high heat or drought. We will apply a "Consumer Reports" style matrix to graphically illustrate the anticipated outcomes and trade-offs of plan alternatives to help present information across all audiences. The results of the performance assessment will be used to develop goals, policy recommendations and implementation strategies for the Plan.

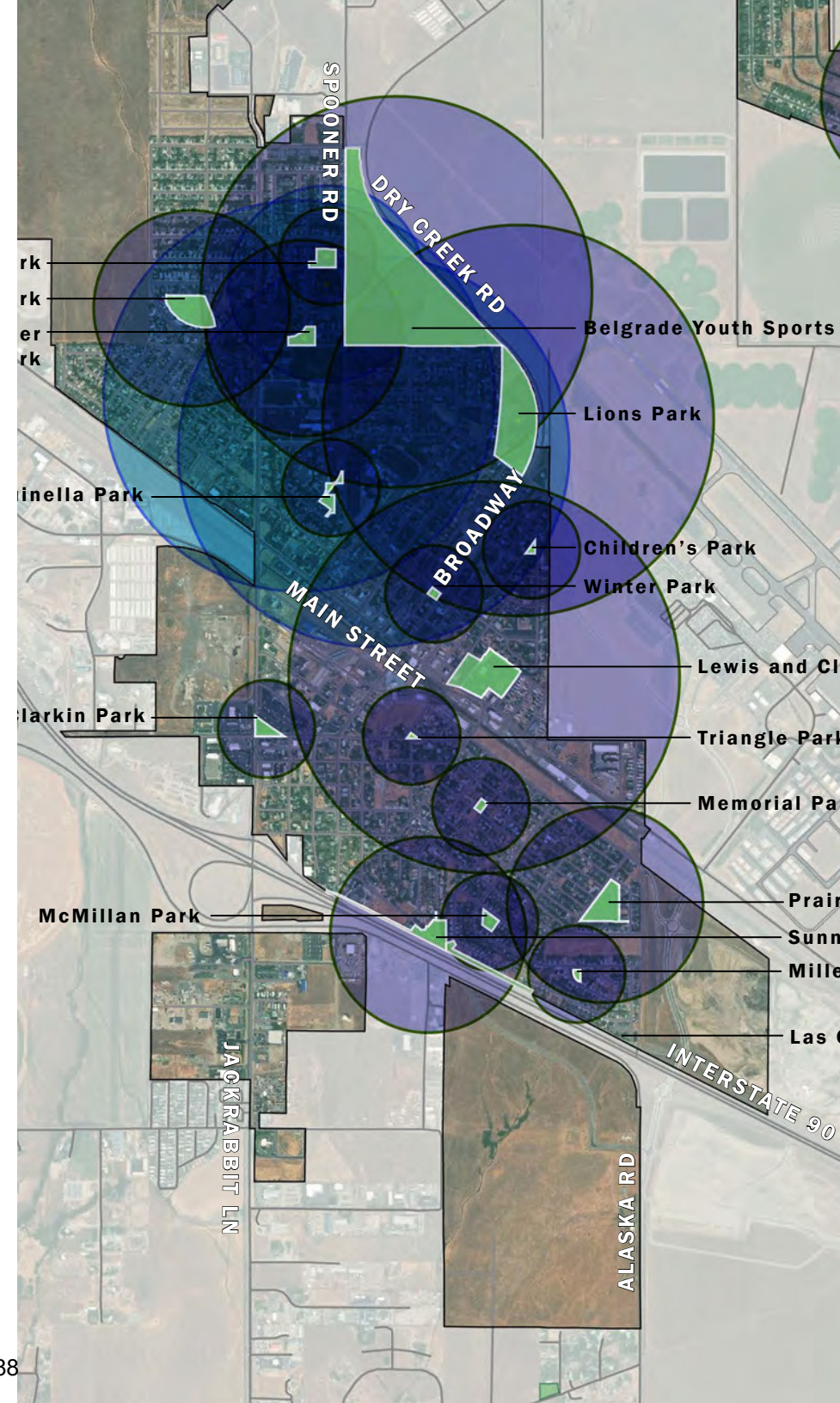
Community Amenity Inventory | Our team will work to understand how Glenwood Springs' community amenities contribute to the greater whole beyond the immediate City limits. The Community Amenity Inventory includes a mapping exercise that will answer: "What is going on around the community that may affect Glenwood Springs?". It is important to understand where the community is on the map compared to nearby communities and amenities throughout the Roaring Fork Valley and to understand how Glenwood defines itself as a unique market attractor while not competing with other destinations in the Valley. Among other things, we will look at:

- Regional employment
- Tourism, arts + cultural uses
- Educational institutions
- Civic / government centers
- Recreation facilities

Historic Preservation / Neighborhood Plans | A review of specific area and past plans will be an integral piece in our process as we begin to understand the overall community priorities. We will coordinate with the City to identify key district and neighborhood plans to determine plan effectiveness or outstanding issues and provide recommendations highlighting needed actions to be taken if any. The team will review the City's Historic Preservation Plan (2008), corridor plans, regional Housing Study (2019), Confluence Area Plan and others studies to understand current priorities and policies.

Impacts of Growth | Like many Colorado communities, Glenwood Springs will continue to face growth pressures. We understand the trade-offs associated with community transformations, and our approach aims to narrate those trade-offs by first understanding the Geography of Growth—described as the how and why development has occurred—in communities like Glenwood. Using maps and diagrams, we can illustrate the forces at play to form an understanding of what policies and practices may be needed to address priority goals. The Geography of Growth assessment will highlight:

- Residential development and new home starts
- Land values
- Vacant lands
- Infill development projects
- Physical constraints (floodplain, slope, wetlands, sensitive habitat, conservation areas)
- Existing and proposed infrastructure
- Traffic flows
- City land use and Three-Mile Plans



We will compare growth trends and patterns with other data sources such as: existing zoning, historical development plans and future land use maps to determine where the plans or policies are congruent and where growth has gone astray of the community's long-term vision.

Applying quantifiable and qualitative evaluation criteria, our team will evaluate growth alternatives, housing distribution, market and infrastructure capacity, public safety and hazards mitigation. The high-level plan scenarios will correlate with no-build, and low to high density alternatives for the high-priority growth areas.

We will focus in on the high-priority growth areas and begin mapping future land use changes accordingly. In order for the City to validate growth areas and allocations, assumptions going into the process must be realistic. Not only do the assumptions need to reflect the community's values and long-term vision, they must be grounded in market realities.

Future Land Use Map (FLUM) | Building from the previous Future Land Use Map and evaluation of the projected growth assumptions, our team will develop a revised Future Land Use Map illustrating growth areas, land uses and corresponding zone classifications. The FLUM will be supported by policy recommendations to accommodate proposed land uses in the City and Three-Mile Area.

The FLUM will be based on current land uses, population growth and market projections, development feasibility (built out and non-built areas), zone classifications and development standards concurrently. We will continue to work with staff to address revisions and outline assumptions associated with the growth scenarios. This process will be an iterative one that will include discussions with the City staff as we formulate a Final Land Use Map.

Existing Conditions Memorandum | Our analysis will be distilled into a digital formatted technical memorandum including a written narrative and graphics to articulate current policies and conditions in the Plan area. Among other items, we will summarize: 1) existing socio-economic, demographic, housing and jobs, 2) growth projection assumptions, 3) land uses and zone classifications, 4) multi-modal and trails infrastructure, 5) public safety and services, and 6) climate action plan, and environmental hazards. This information will be organized around the key topic areas identified in the RFP to inform the development of future land use and mobility scenarios and other topics.

The Existing Conditions Memorandum will be provided in PDF digital format for review and input. The team will address comments and a final Existing Conditions Summary will be issued as part of the Draft and Final Plan Update.

DELIVERABLES:

- Existing Conditions Memorandum (PDF digital format)
- Future Land Use Map

POLICY RECOMMENDATIONS + IMPLEMENTATION STRATEGIES

Draft Policy Recommendations | We will develop a series of draft recommendations based on the preferred growth scenario and findings on key topics. Policy Recommendations will be vetted by City staff and the PSC prior to releasing the information to the public for review and comment.

Implementation Strategies | An Implementation Strategies Matrix will include a summary outline for the Plans' implementation action items. The Matrix will include key action items, responsible parties, principle deliverables, and general target dates and timelines. The Matrix will also identify the technical and regulatory barriers, recommendations regarding development sequencing, and suggestions for the next phase of implementation as possible.

A series of small group sessions will be conducted as a part of this phase to test the growth scenario assumptions and allocations, the draft Future Land Use Map and proposed policy recommendations. This feedback will be incorporated into the Draft Plan and communicated back to the City staff, Planning Commission and City Council as part of the project update process.

Draft Plan Update | Our team will distill the information gathered from the community and staff and provide a Draft Plan Update that defines a broad community vision, goals and objectives and key recommendations required to achieve the vision for the community. The Draft Plan will reflect a compilation of the community visioning process, the draft preferred growth scenario and Future Land Use Map (including the Three-Mile Area), and policy recommendations and implementation strategies. The Draft Plan will apply the same general format as the current Comprehensive Plan and required Plan Elements. It is assumed that the Draft Plan will be a Supplement to the current Comprehensive Plan.

The Draft Plan will be a visual expression of the Plan process and include high-quality graphics to articulate the vision, design principles and other key takeaways. A Plan narrative will define the essential land uses and community framework that will become the foundation on which a creative placemaking plan is built. Necessary updates will be addressed prior to releasing the Draft Plan to the Planning + Zoning Commission, City Council and the community.

DELIVERABLES:

- Draft Policy Recommendations / Implementation Strategies
- Draft Plan Update

FINAL DRAFT PLAN UPDATE + APPROVAL

Planning + Zoning Commission + City Council Updates | To ensure coordination among the Planning + Zoning Commission and the City Council, we will assist the staff in preparing presentation materials as part of the Plan Update process. It is assumed that up to 3 updates will be scheduled at key milestones throughout the estimated 12-month process (in addition to the Plan Approval hearing process). We will provide digital presentation materials a minimum of one week prior to the scheduled presentation and be available as required to present the information.

Final Draft Comprehensive Plan Update | Our team will distill the information gathered from the community and City staff and provide a Draft Plan that summarizes all the inputs in the formation of a broad City-wide vision and goals for the next decade and beyond. The Final Draft Plan will include policy objectives and key recommendations required to achieve the vision, as well as the draft preferred growth scenario and Future Land Use Map (including subareas or consolidated subareas), and implementation strategies.

We will incorporate all final written review comments from staff and provide a Final Comprehensive Plan Update to include the required Plan elements and Implementation Strategies element for final review. We are assuming this Update will serve as a Supplement to the existing Comp Plan. Our team will work to ensure the document organization, written text and supporting graphics and illustrations fully express the vision for the City of Glenwood Springs. All deliverables will be provided in digital PDF format.

Final Plan Approvals | We will prepare draft-final and final presentations as part of the estimated 2.5 month Plan Update public hearing and adoption process. The schedule for public hearings will be determined in conjunction with staff to address reviews, public hearings and final approvals.

Final Reporting + Project Completion | Cushing Terrell will incorporate all final written review comments from the City and provide a Final Comprehensive Plan Update Supplement to include all required Plan elements. A final close-out and exchange of materials and digital files supporting the Comp Plan Update will be provided in digital PDF, Word, GIS and/or InDesign formatted files.

DELIVERABLES:

- Planning Commission + City Council Updates
- Final Draft Comprehensive Plan Update
- Final Plan Update
- Final Reporting (provided in digital PDF format)

PROJECT MANAGEMENT APPROACH

Representing Cushing Terrell, Keith Walzak will serve as primary point of contact and Project Lead for the City of Glenwood Springs Comprehensive Plan Update. Keith brings a deep resume of land use and planning policy, urban design, green infrastructure, and design and delivery of projects, including; varying-scale, mixed-use, and transit inclusive developments.



Keith has successfully led high-level, cross-discipline planning teams to create vibrant, livable and healthy communities throughout the West. His work includes both private and public-sector development and not-for-profit work that require collaboration with local municipalities, agencies and, community groups. Keith's diversity of experience in planning and design combined with his 'client-first' focus, brings a unique combination of design sensitivity and strategic thinking to his work. His project management, communication and stakeholder facilitation skills result in continued client satisfaction through successful creative problem solving.

QUALITY CONTROLS

We understand that designing within the budget and quality controls are essential responsibilities. To successfully manage these responsibilities, we utilize clear and consistent communications as our guiding principle. From the onset, we will establish regular project coordination meetings with staff to address key aspects of the project as scheduling and technical issues. Each meeting will include a tracking system with meeting minutes as the central coordinating forum.

Our quality management is not about catching mistakes, it is about avoiding them. Our approach goes beyond just managing and administration of day-to-day activities, project scopes and budgets. Each team member knows that they are accountable for the decisions made and for the quality of our work.

Dave Dixon will provide a vital role with key responsibilities in daily task deliverables and sub-contractor coordination. Dave has expertise in technical planning, GIS, production, and project management. He has successfully managed the planning and implementation for several recent plans including; Chaffee County Comprehensive Plan Update, Basalt Master Plan, Buena Vista Feasibility and Conceptual Land use Development Plan, as well as developed policy studies for downtown and district plans. Dave is currently the project manager for the Town of Carbondale Comprehensive Plan Update and the Steamboat Springs Mountain Area Master Plan.

PROJECT MANAGEMENT TOOLS

We utilize a number of project management tools to optimize communications and project coordination. The purpose is for the collective team, staff and the consultant to make timely decisions at critical milestones. Project decisions between the consultant and staff may vary from straightforward procedural, scheduling and logistical questions, to more complicated technical and policy-related matters that require various individuals, groups, the broader community, and policymakers to weigh in on. Ideally, the decision process is structured in a way to acknowledge various level of decision.

- **Level 1: Project Management Team**

Consultant and City project managers with regular communications

- **Level 2: Staff Advisory Groups**

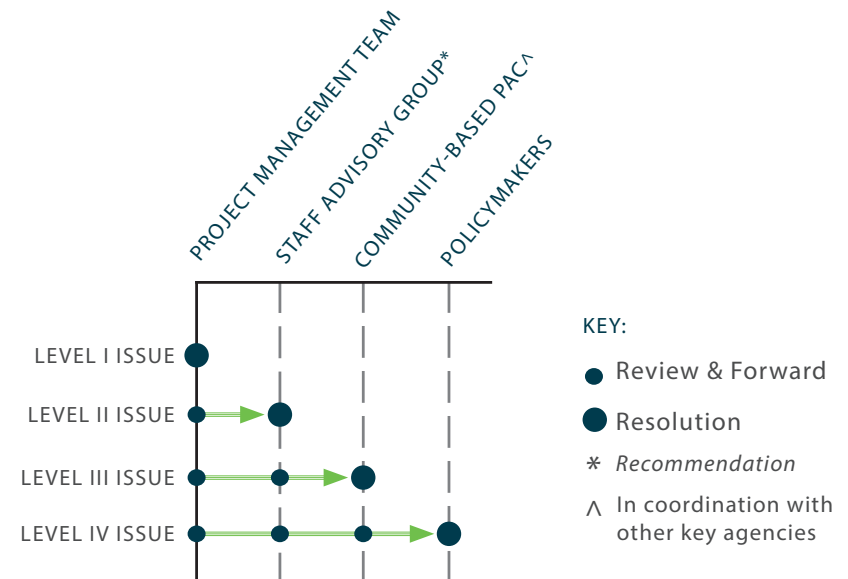
Departmental staff representatives and regional land use planning, environmental, transportation agency representatives

- **Level 3: Community-based Project Steering Committees**

Community representatives such as; business, finance, neighborhoods, developers, mobility, environmental, special interest groups

- **Level 4: Appointed and Elected Boards / Commissions**

Study sessions, briefings and public hearings



THE ART OF COLLABORATION

We recognize the value of each team member and their contribution to the effort at hand. We thrive on the challenge to define an optimal plan approach that works for everyone while navigating the variations presented by diverse contexts, influences and community needs.

Our foundation is steeped in an understanding of contextual factors that influence the decision-making process. Our multi-disciplinary approach enables us to quickly identify any number of technical issues impacting how communities plan for their future and how to apply state-of-the-art development standards that incorporate best practices and balance growth management strategies. We know how important is it to define a clear path forward for decision-making while acknowledging that many voices are at play throughout the discourse of public policy and investments.

Cushing Terrell and our partners have successfully led visioning initiatives in many communities throughout the region. Our team will work collaboratively to develop sound guiding principles that are supported by quantifiable measures to inform stakeholders and the community. We balance objective data with engagement feedback and outreach methods that invite participants to define project values and reach agreements going forward, while also keeping the door open for creative and fiscally responsible expressions.

BUILD LIKE THERE IS A TOMORROW

As community builders, we are committed to long-term, sustainable, economic, environmental, and social equity issues. We view sustainable design as a core component to our work ethic that is embedded in every project—from the initial visioning and program definition through design execution and project delivery and evaluation.

Working with the City of Glenwood Springs, we will seek solutions that enhance human experiences and allow environment, economic and social equity bottom lines to converge. Our efforts will consider opportunities that enable and promote equitable access to housing and flexible and dynamic transportation options serving all residents.

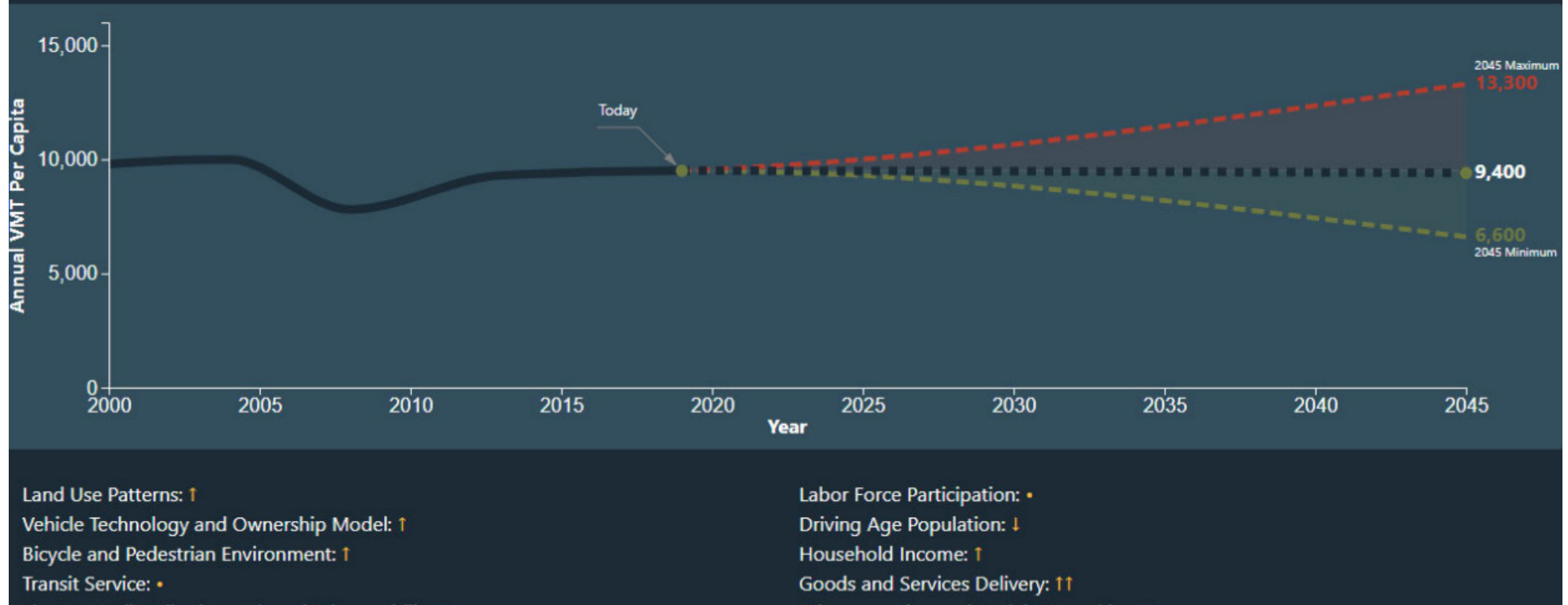
While sustainable development practices are core cultural values and everyday thought processes, we also promote sustainable practices in our day-to-day activities and office practices. We are continuously expanding our knowledge-base through internal training and best practices aimed at minimizing impacts on our planet. We actively promote internal awareness and practices that support a smart, global, and sustainable ethic.



The Diseñando Basalt Latino picnic event from the Basalt Master Plan engagement

It looks like your land use context has about **9,500** annual VMT per capita, which we'll use as a baseline when considering the effects of your future trend predictions. You can see the direction and magnitude of each trend's impact on VMT through selecting future trend options. Your trend predictions are recorded below, with arrows indicating the direction of change of the trend itself.

Based on your predictions, we think future VMT per capita in your land use context will be about **9,400**. The potential range of change between 2019 and 2045 is from **6,600** to **13,300** VMT per capita and is shown by the zones shaded in green and red.



Results of Grand Valley Regional Transportation Plan future trends workshop.

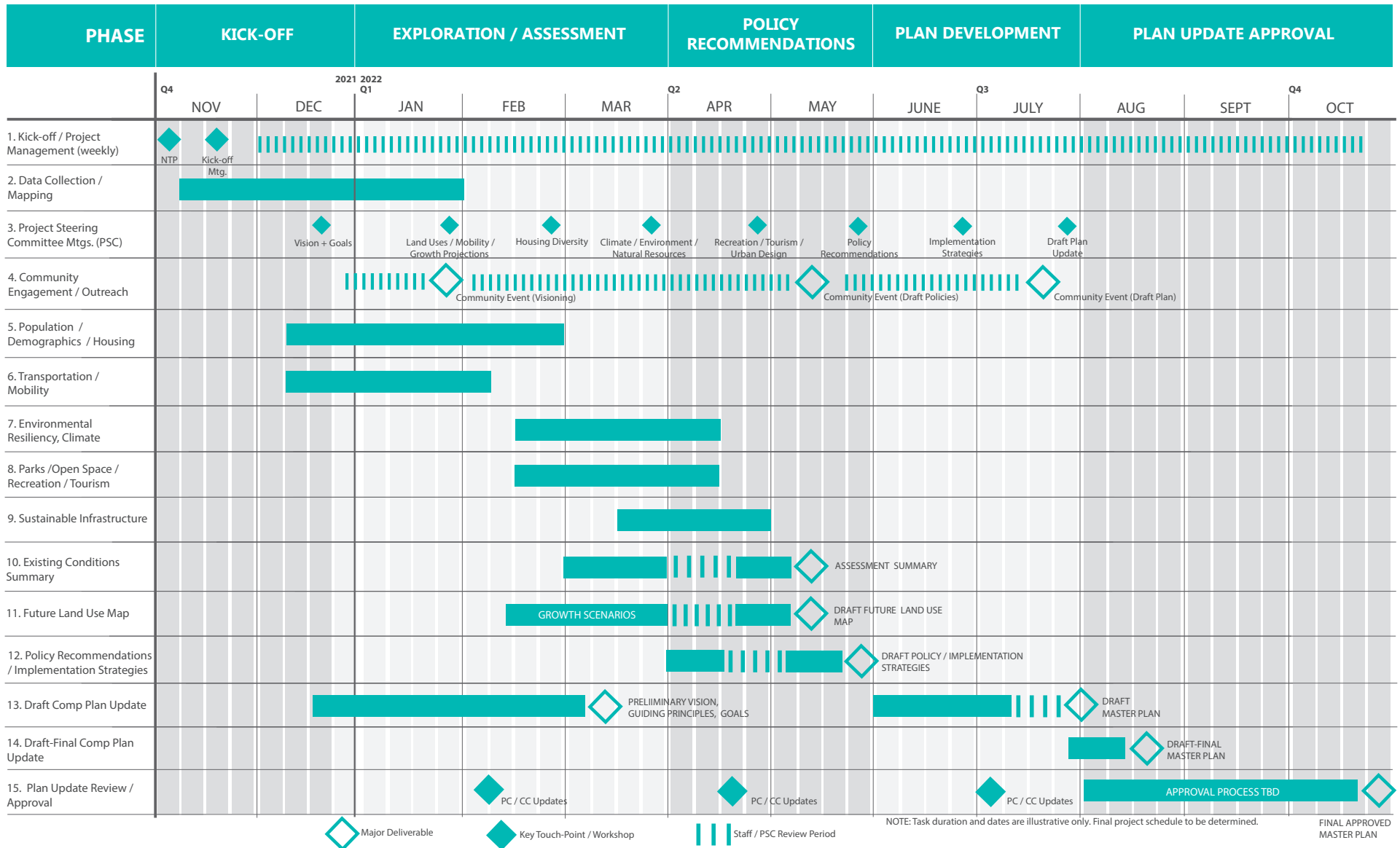
Source: Fehr and Peers

F. Available Resources



AVAILABILITY + SCHEDULE

Cushing Terrell and our team partners are committed to the successful completion of the Glenwood Springs Comprehensive Plan Update. Each team member listed confirms their availability. The anticipated project schedule is 12 months from Notice-to-Proceed to the plan approval and adoption. The preliminary schedule below reflects our understanding of the project requirements at this time. The project schedule will be further refined during the project scoping process.



G. References



Cushing Terrell

CHAFFEE COUNTY

TOGETHER CHAFFEE COUNTY COMPREHENSIVE PLAN

Dan Swallow

Project Manager & Director of Development Services
104 Crestone Ave.
Salida, CO 81201
719.530.5567
dswallow@chaffeecounty.org

Role: Project Lead

Cushing Terrell (w/Connect One Design)

TOWN OF CARBONDALE

COMPREHENSIVE PLAN UPDATE

Janet Buck

Planning Director
511 Colorado Ave.
Carbondale, CO 81623
970.963.2733
jbuck@carbondaleco.net

Role: Project Lead

Cushing Terrell

TOWN OF BASALT

BASALT MASTER PLAN UPDATE

Susan Philp

Planning Director
101 Midland Ave.
Basalt, CO 81621
970.927.4701 ext. 204
susan.philp@basalt.net

Role : Project Lead

Cushing Terrell (w/Connect One Design)

* Project budget information is available upon request.

“So why did this process succeed where others had failed in Chaffee County? The key factor was Cushing Terrell’s willingness to adapt and work with the staff and Planning Commission to meet our community’s needs.”

— Marjo Curgus

Chaffee County Planning Commissioner



H. Additional Information



Cushing Terrell acknowledges receipt of the City of Glenwood Spring Comprehensive Plan Update; Questions and Answers Relate to 2021-24P dated August 23, 2021.

To our knowledge, there are no additional required forms as a part of our submittal.

Thank you.



**City of Glenwood Springs Comprehensive Plan Update
Questions and Answers Related to 2021-24P
August 23, 2021**

Q1 Could you share the approximate budget for this project?

A1 The City prefers not to discuss the project budget at this time and is more interested in understanding the respondent's anticipated budget related to the suggest and/or recommended scope of work.

Q2 A few years ago, the city had fewer than 10 undeveloped tracts of land within its municipal boundaries. Has that number changed or is roughly the same today?

A2 The City likely has between five and 10 undeveloped tracts of land, some of which are located in the Glenwood Meadows development. The Comprehensive Plan update will need to include strategies to address future growth pressures and anticipated infill redevelopment.

Q3 Among the resource documents cited in the request, are there any that you deem less relevant or reliable to use going forward, due to economic shifts or changes in community sentiment?

A3 The relevant resource documents cited are all of importance and were included to benefit potential RFP respondents and the update process. Generally, updated or newer documents are of greater importance.

Q4 Are there any significant milestones that need to be considered when preparing a proposed timeline for the this project.

A4 There are no known None outside of the 12 month deadline to complete the project.

Q5 When preparing a public outreach campaign to reach the non-English speaking community, is there anyone on City staff or a key community stakeholder with established relationships in the Latino/Hispanic community, who team should look to help us best reach the Latino/Hispanic community?

I. Resumes





Wayne Freeman

PLA | CLARB

PRINCIPAL-IN-CHARGE

As Principal-in-Charge, Wayne will be responsible for the team's performance—making certain that every resource necessary to make this effort successful is dedicated to you. As a principal, Wayne has 35 years of professional experience in landscape architecture, land planning, urban planning, and multi-discipline project delivery. As the firm's senior practicing landscape architect, he often is the principal in charge for complicated and diverse projects. He did his first comprehensive plan and wrote his first development code in 1991 for his hometown of Godfrey, Illinois. Wayne has developed comprehensive planning efforts in mountain communities from Colorado to Montana to Idaho to Southern Bavaria. He has led public outreach efforts across the United States and Western Canada and include difficult public participation exercises that literally included the Hatfield and McCoy family members in West Virginia. He has served as project manager and/or Principal-in-Charge for nearly every one of the dozens of community land development plans for Cushing Terrell for the past 15 years.



Professional Registration

Landscape Architect / AR, AZ, CA, CO, ID, IL, KS, MN, MT, NV, NM, OR, WA, BC, SK



Affiliations

Council of Landscape Architectural
Registration Boards

Canadian Society of Landscape Architects



Education

Bachelor of Landscape Architecture,
University of Illinois

Landscape Architecture Studies;
Kansas State University

Relevant Experience

Mountain Area Master Plan; Steamboat Springs, CO

Belgrade Urban Renewal & Sub Area Plan; Belgrade, MT

Chaffee County Comprehensive Plan Update; Chaffee County, CO

Town of Basalt Master Plan Update; Basalt, CO

Trout Creek Land Planning; Buena Vista, CO

Hungry Horse Villages; Flathead, MT

Tugfork Greenway; Mawan, WV

Big Sky Wayfinding; Big Sky, MT

**Cushing
Terrell**



Keith Walzak

AICP | ASLA

PROJECT MANAGER



Affiliations

American Planning Association (APA)
American Institute of Certified Planners (AICP)
America Society of Landscape Architects (ASLA)
Registered Landscape Architect (CO #652)
City of Seattle Design Review Board Member (past)
Urban Land Institute (past)
Congress For New Urbanism (past)
Form-Based Code Institute (FBCI)



Education

Master in Urban Design,
University of Colorado Denver
Master of Landscape Architecture,
The University of Arizona
Bachelor of Science in Environmental / Land
Use Planning, Northern Arizona University

Keith brings a passion and commitment for placemaking design to every project. For over 35 years, Keith has actively engaged with public and private sector clients, agencies and community stakeholders to help build healthy, resilient and thriving communities.

Inspired by people and places, Keith strives to improve the livability of communities, focusing attention toward social equity, sustainable urbanism, cultural arts, multi-modal and green infrastructure, and urban redevelopment/regeneration strategies. Applying a design-minded, collaborative approach, Keith engages community members throughout the visioning and implementation process to promote community attributes and placemaking opportunities for neighborhoods, campus environments, business districts and cities.

Relevant Experience

Town of Carbondale Comprehensive Plan Update, Carbondale, CO

Town of Blue River Comprehensive Plan; Blue River, CO

City of Durango Comprehensive Plan; Durango, CO

Historic Main Street Concept Plan; Durango, CO

Tacoma Urban Design Studio; Tacoma, WA

Tacoma Transit Oriented Development Dome District Station Area Plan; Tacoma, WA

Garfield County Comprehensive Plan, Glenwood Springs , CO

Three Springs Neighborhood; Durango, CO

The Heights District Subarea Plan and Concept Development Master Plan; Vancouver, WA

**Cushing
Terrell**



Dave Dixon

AICP

PROJECT PLANNER | COORDINATOR



Professional Certification

Certified Planner / National Certificate
(AICP)



Affiliations

American Planning Association
Member, Urban Land Institute



Education

Master of Urban Planning;
University of California-Los Angeles

Bachelor of Arts, Geography,
University of California, Santa Barbara

Dave is a senior Urban Planner in Cushing Terrell's Denver Office. His experience includes comprehensive planning, current planning/zoning administration, master planning, urban revitalization, site planning, and urban design in towns, cities, counties, provinces, and states across the Western US and Canada. Dave has managed multi-disciplinary teams to deliver planning documents grounded in realistic yet aspirational implementation projects.

His approach to urban planning synthesizes the community's needs with market realities and the regulatory framework to recommend a practical list of projects and policy ideas. Dave also brings 15 years of GIS experience to the project team.

Relevant Experience

Town of Carbondale Comprehensive Plan Update, Carbondale, CO

Chaffee County Comprehensive Plan Update; Chaffee County, CO

Mountain Area Master Plan; Steamboat Springs, CO

Town of Basalt Master Plan Update; Basalt, CO

Routt County Master Plan; Routt County, CO

One Big Sky District; Billings, MT

Shoreline District Urban Framework Plan; Boise, ID

Regional Housing Study; Big Horn, Carbon, Yellowstone, Sweetgrass, and Stillwater Counties, MT

**Cushing
Terrell**



Nora Bland

AICP

PLANNER | COMMUNITY OUTREACH SPECIALIST



Professional Certification

Certified Planner / National Certificate
(AICP)



Affiliations

American Planning Association



Education

Master of Urban and Regional Planning;
University of Colorado Denver

Bachelor of Science in Urban and Regional
Planning,
Virginia Commonwealth University,
Richmond, VA

Nora joined Cushing Terrell after graduating with a Master of Urban and Regional Planning and a background in nonprofit work and sustainability planning. Nora specializes in designing community engagement efforts that are inclusive, creative, results-driven, and fun! Her experience in planning efforts in Colorado and Montana has included comprehensive plans, park master plans, entitlement work, urban renewal and downtown design plans.

Nora takes a journalistic approach when engaging community members and stakeholders in each planning effort. With a background in hospitality, she understands people and advocates for the public voice to have a strong presence in decision making.

Relevant Experience

Town of Carbondale, Comprehensive Plan Update; Carbondale, CO

Chaffee County Comprehensive Plan Update; Chaffee County, CO

Belgrade Downtown Design Plan; Belgrade, MT

Castle Rock Park Master Plan; Billings, MT

Steamboat Springs Mountain Area Master Plan; Steamboat Springs, CO

Town of Basalt Master Plan Update; Basalt, CO

Ennis Master Plan; Ennis, MT

**Cushing
Terrell**



Ashleigh Powell

LEED AP, GGP

SUSTAINABILITY DIRECTOR



Affiliations

LEED Accredited Professional, Building Design + Construction

Green Globes Professional (GGP)

Cushing Terrell Green Advisory Council



Education

Master of Science / Sustainable Design,
University of Texas

Bachelor of Arts / Fine Art,
University of Puget Sound



[linkedin.com/in/ashleigh-powell](https://www.linkedin.com/in/ashleigh-powell)

From the early phases of conceptual design through construction completion, Ashleigh will help your team establish environmental goals and identify appropriate and effective sustainable building strategies. She has over ten years of professional experience successfully managing all aspects of the Leadership in Energy and Environmental Design (LEED) program as well the local Austin Energy Green Building (AEGB) program. While earning her Masters of Science in Sustainable Design degree, Ashleigh's academic emphasis was energy-efficient building design, construction, and operations. Her Master's thesis entitled, The Social Construction of Performance-Based Design, examines the social and cultural influences on net zero energy building design.

Relevant Experience

Town of Carbondale, Comprehensive Plan Update; Carbondale, CO

Google 500 W. 2nd; Austin, TX

Google Project Wilson; Mountain View, CA

Google Project Maximus; Mountain View, CA

Google Fire Eagle Tenant Improvement; Austin, TX

Google Henderson HUB 1; Henderson, NV

Google Sparks STY HUB 1; Sparks, NV

Google US-SVL- MP6 Tenant Improvement; Sunnyvale, CA

**Cushing
Terrell**



Heather Henry

LEED AP

COLLABORATING PRINCIPAL



Affiliations

LEED Accredited Professional (LEED AP)

American Society of Landscape Architects,
Corporate Membership



Education

Bachelor of Landscape Architecture,
University of Connecticut

Heather has worked across the United States creating award winning designs that solve social, environmental, economic and aesthetic issues, solutions grounded in a sound approach to public and political involvement. Her clients have included public, quasi-public, non-profit and private sector groups seeking thoughtful approaches to complex problems. She is an accomplished speaker, trained facilitator and engaged volunteer in her community.

Heather arrived at the internationally renowned planning and landscape architecture firm Design Workshop in 2000 interested in putting her background in environmental sciences and passion for communication to better use. Soon after arriving Heather was running the 35-person Aspen office of Design Workshop as the Operations Manager.

Relevant Experience

Aspen Affordable Housing; Aspen, CO

Snowmass Master Housing Plan; Snowmass Village, CO

Basalt Vista Affordable Housing; Basalt, CO

Aspen Mountain Summer Enhancement Plan; Aspen, CO

ASC Basalt Campground Tiny Home Retrofit; Basalt, CO

Aspen Country Inn Renovation Project; Aspen, CO

RFTA BRT; Roaring Fork Valley, CO





Katie Tabor

PROJECT MANAGER, COMMUNITY ENGAGEMENT



Affiliations

Member ASLA



Education

Master of Landscape Architecture,
Louisiana State University, 2011

Bachelor of Animal Science +
Environmental Horticulture, Louisiana
State University, 2006

Fascinated by the malleability and evolution of living systems in human scale applications, Katie pursued her Master in Landscape Architecture at Louisiana State University. She is inspired by the articulation of space between architecture and the surrounding environment. Katie's goals include designing these complex spaces so that they are ecologically dynamic, as well as socially connective - a true melding of art, science, nature and the human element.

Her professional experience ranges from the detailed design of small streetscape spaces to broad-level conceptual design of public parks and hotels. She gained invaluable experience through her public outreach and design support for the Rubey Park Transit Center and Sky Hotel in Aspen, CO; she continues to strengthen her vision of these energetic, high-use spaces through ongoing work on public and streetscape projects.

Relevant Experience

Lakota Development; Newcastle, CO

Basalt River Park Development; Basalt, CO

Basalt Center Circle; Basalt, CO

The Sky Hotel; Aspen, CO

Rubey Park Transit Center; Aspen, CO

Victorian Square; Aspen, CO

Cortez Community Park; Cortez, CO





Molly Some

OUTREACH COORDINATOR



Professional Certifications

GIS Certificate -
University of Colorado Denver



Affiliations

Roaring Fork Leadership
Aspen Valley Ski Club Ski Instructor
CU Denver Horticulture Club President



Education

Master of Landscape Architecture,
University of Colorado Denver
Bachelor of Science, Recreation and
Tourism, Colorado State University

Born with a desire to help improve our world, Molly spent her formative years gaining as much worldly experience as possible. Realizing her deep connection to place as ski instructor, landscaper, and actor in the sustainable agriculture industries in the Roaring Fork Valley, she became inspired to become a landscape architect. She believes that landscapes are a performance of intricate, acting parts and a landscape architect's job is to aid in the communication of these actors in order to create a lasting performance. One must become acquainted with the complexities of the site, be the eyes and ears of those who can not see or hear, engage those who can, and compose spaces which fit the needs of those acting. Landscape architects have an inherent responsibility to maintain a practice which is democratic, adaptive, and creatively progressive. By challenging ourselves to meet these criteria not only do we grow and learn, but so do the landscapes we are honored to serve.

Relevant Experience

Eureka! Museum Playground; Grand Junction, CO

Snowmass Master Housing Plan; Snowmass Village, CO

Aspen Mountain Summer Enhancement Plan; Aspen, CO

Basalt Master Plan; Basalt, CO

Steamboat Area Master Plan; Steamboat Springs, CO

WJ Residence; Pitkin County, CO

Farm Collaborative; Pitkin County, CO

Prockter Open Space Restoration Planting; Aspen, CO

Paepcke Park Transit Improvements; Aspen, CO





Ann Bowers

PE, PTOE, PTP

COLLABORATING PRINCIPAL



Professional Registration

Licensed Civil Engineer: CO, UT, WY, ID

Professional Transportation Planner



Affiliations

Institute of Transportation Engineers (ITE):
Member

Women's Transportation Seminar (WTS):
Member

ULI: Member



Education

Bachelor of Science, Civil Engineering
Gonzaga University

Ann is a Principal and Project Manager with over twenty-nine years of comprehensive transportation planning and engineering throughout Colorado and the Rocky Mountain region. Ann's effectiveness in blending engineering and planning has led to numerous repeat clients that appreciate her creativity and critical thinking. Her reputation for delivery of high-quality products and project team management stems from her style involving a high degree of empowerment yet accountability. Ann is a registered Professional Engineer in Colorado, Utah, Wyoming, and Idaho; a certified Professional Traffic Operations Engineer (PTOE); and a certified Professional Transportation Planner (PTP).

Relevant Experience

Greeley Transportation Master Plan; Greeley, CO

Evans Transportation Master Plan; Evans, CO

Fort Collins Transportation & Transit Master Plan; Fort Collins, CO

City of Loveland Transportation, Transit, and Bike/Ped Plan; Loveland, CO

Windsor Transportation Master Plan; Windsor, CO

Ogden Transportation Master Plan; Ogden, UT

Casper Long Range Transportation Plan; Casper, WY

Plan Cheyenne Transportation Master Plan; Cheyenne, WY

Town of Parker Transportation Master Plan; Parker, CO





Carly Sieff

AICP

TRANSPORTATION PLANNER



Professional Registration

American Institute of Certified Planners
(AICP): #029164



Affiliations

Women's Transportation Seminar (WTS):
Member

Association of Pedestrian and Bicycle
Professionals (APBP): Member, Colorado
Chapter Committee member

American Planning Association (APA):
member



Education

Master of City and Regional Planning,
University of North Carolina, Chapel Hill

Bachelor of Arts in Urban Studies and
Science & Society, Brown University

Carly is a Transportation Planner with a focus on making travel by all modes safer and more accessible through the evaluation, planning and design of transportation networks. Carly has worked on a range of transportation projects from transportation master plans to bicycle and pedestrian plans to multi-modal corridor plans to safety studies. Through previous projects, Carly has made recommendations for improving communities' transportation network by working closely with the public, performing in-depth, data-driven analyses and applying best practices from around the country. She is committed to improving the transportation options for communities by developing quantitative methods to evaluate existing transportation networks as a basis for developing recommendations to improve efficiency, safety and convenience.

Relevant Experience

Town of Carbondale, Comprehensive Plan Update; Carbondale, CO

Grand Valley Regional Transportation Plan; Mesa County, CO

Fruita Circulation Plan; Fruita, CO

Adams County Transportation and Comprehensive Plan; Adams County, CO

Thornton Transportation Master Plan; Thornton, CO

West Vail Master Plan; West Vail

Fort Collins Transportation and Transit Master Plans; Fort Collins, CO

Windsor Transportation Master Plan; Windsor, CO

FEHR & PEERS



Krystian Boreyko

TRANSPORTATION PLANNER



Affiliations

American Planning Association (APA)
member



Education

Master of Urban and Regional Planning,
UCLA

Bachelor of Arts, Vassar College

Krystian is a Transportation Planner with a focus on making multi-modal travel more equitable in all communities. Krystian has worked on a range of transportation projects in mountain communities like multi-modal connectivity studies, first/last mile strategy recommendations, and a downtown parking study in Frisco, CO. He is attuned to the distinctive character of working in Colorado's less urbanized communities and enjoys supporting those communities by finding unique solutions to their transportation challenges. He crafts recommendations that elevate walking, biking, and transit while also maintaining a focus on roadway performance by ensuring travel time reliability and traffic safety remain core focuses in planning efforts that center on less densely populated areas.

Relevant Experience

West Vail Master Plan; Vail, CO

Moab & Spanish Valley Regional Transportation Plan; Grand County, UT

Eagle County First/Last Mile Strategy Study; Eagle County, CO

Town of Frisco Community Plan Update; Frisco, CO

Town of Frisco Parking Study; Frisco, CO

Evans Multi-Modal Transportation Master Plan; Evans, CO

Grand Valley Regional Transportation Plan; Mesa County, CO





Ted Kamp

MARKET ECONOMICS



Awards and Publications

1999 Outstanding Graduate: Urban and Regional Planning Masters Program, University of Colorado-Denver

1998 ASCP McClure Student Award: "Empathy and Planning" (best paper nationally by a masters student)

Author, with Deborah MacInnis: "Characteristics of Portrayed Emotions in Commercials: When Does What is Shown in Ads Affect Viewers," Journal of Advertising Research, December 1995



Education

Master of Urban and Regional Planning, PhD coursework, University of Colorado

Master of Science, Marketing (Consumer Behavior), University of Arizona

Bachelor in Business Administration (with honors), University of Oklahoma

Edward "Ted" Kamp provides market analysis in support of strategic land use decisions for public planners and private developers. Drawing on expertise in GIS, market economics, and demographic analysis, he incorporates user-friendly information design to convey critical market intelligence to stakeholders.

His work spans a variety of development and planning contexts including urban infill, economic development, suburban revitalization, impact analysis, and transit-oriented development. Recent client work has covered locales across the western and central US. In addition, he taught the Urban Market Analysis course for planning graduate students at the University of Colorado-Denver for five years.

Relevant Experience

Town of Carbondale Comprehensive Plan Update, Carbondale, CO

Comprehensive Plan Update; Brighton, CO

Citywide Retail Strategy; Boulder, CO

Colfax Corridor Connections; Denver, CO

Grand Valley Housing Strategy; Mesa County, CO

Midtown Redevelopment Plan; Longmont, CO

Survey and Plan; Dillon, CO

East Corridor Revitalization Plan; Manitou Springs, CO

Hwy 42 Revitalization Area Urban Renewal Plan; Louisville, CO





thank you.

303 East 17th Avenue, Suite 105
Denver, CO 80203
720.359.1416

cushingterrell.com

**Cushing
Terrell**

From: [Keith Walzak](#)
To: [Trent Hyatt](#)
Cc: [Nora Bland](#); "Heather Henry"
Subject: RE: Translation Services for Glenwood Springs Comprehensive Plan Update
Date: Tuesday, September 14, 2021 7:52:19 AM
Attachments: [image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.png](#)
[image014.png](#)
[image001.png](#)
[Logo_CushingTerrell_Sig_c8278f6f-8f3f-45ad-8476-3bbae351291a.png](#)
[LinkedIn_icon_teal_eab3e198-ada5-4916-b445-7ab6a45a1183.png](#)
[Twitter_icon_teal_7116b3e6-4583-4d6e-8764-aaf20e227c84.png](#)
[Instagram_icon_teal_231c6090-3632-4fca-844f-5c96ef34c32f.png](#)
[Facebook_icon_teal_7dd3ce24-c562-45c4-b38a-2f74c2be7031.png](#)
[Phone_icon_teal_ep4e89bf-1bf7-4941-9490-c24b3fe13977.png](#)
[Website_icon_teal_c1c2bcac-4de5-47f3-b080-9309a44f8ab4.png](#)

Warning! This message was sent from outside your organization and we are unable to verify the sender.

[Allow sender](#) | [Block sender](#)

Hi Trent,

We estimate a not-to-exceed amount to \$14,000 for the Bang-the-Table web outreach platform option (this include labor hours and direct cost). See my breakdown estimate and comparison below.

Also note, we are still working on the language translation service option lump sum amount.

For general planning purposes, I believe we are in the \$15,000 range. But I would like to confirm this

Thanks

Keith

Assumptions

Web Site Development

Option A: Use new 3rd Party Web platform (Bang-the-Table) as web-hosting site

Option B: Use existing City of Glenwood Springs web site and create a new Comp Plan Update page. Website content provided by CT, website managed by the City of Glenwood Springs.

		OPTION A		OPTION B	
TASK		Bang-The-Table Website / Content / Ongoing Maintenance + Operations		City Website Development / Content Updates	
CT	rate	hours	cost	hours	cost
Wayne Freeman	\$223		\$0		\$0
Keith Walzak	\$239	2	\$478	2	\$478
Dave Dixon	\$136	2	\$272	2	\$272
Nora Bland	\$89	16	\$1,424	18	\$1,602
Katie Karaze	\$108		\$0		\$0
Ashleigh Powell	\$131		\$0		\$0
Savannah Terrell	\$62	24	\$1,488	38	\$2,356
Jennisse Schule	\$74		\$0		\$0
Khris Desper	\$145		\$0		\$0
Administrative	\$85	1	\$85	1	\$85
		45	\$ 3,747	61	\$ 4,793
C1D	rate	hours	cost	hours	cost
Heather Henry	\$185	2	\$370	2	\$370
Christine Shine	\$125	24	\$3,000	34	\$4,250
Katie Tabor	\$115		\$0		\$0

Molly Sommes	\$90		\$0
Elyse Hottel	\$55	30	\$1,650
		56	\$ 5,020

	\$0
34	\$1,870
70	\$ 6,490

Travel

Print Material

Digital Renderings

\$ -

\$

-

Direct website hosting cost (12-mo.)

\$

5,000

Total Expenses	\$ 5,000
-----------------------	-----------------

\$ -

TOTAL by Task

\$ 13,767

\$ 11,283



Keith Walzak

Director, Planning | Landscape Architecture

📞 970.903.7626 🌐 cushingterrell.com

CTA is now Cushing Terrell.



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: VALE Board Appointments

Action Requested: VALE Board Appointments

Department: City Administration

Presented By:

Background Info: Cindy Svatos and Joyce Jenkins were interviewed on August 9, 2021. They were deemed eligible for appointment to the VALE Board with terms ending 2024.

Issues: None.

Staff Recommendation: Staff defers to City Council.

VALE Board Application

Thank you for your interest in serving your community. Please answer all questions on this application.

Personal Information

1. Name *

Cindy Svatos

2. Home Address *

318 Park Drive Glenwood Springs

3. Mailing Address *

Same

4. Home Phone *

970-618-3650

5. Work Phone *

same

6. Mobile Phone *

same

7. Email Address *

cmsvatos@gmail.com

8. Occupation *

Retired Full time volunteer

Personal and Professional Interests

9. Describe any experience with maintaining confidential information. *

Worked in the hospital for 30 y ears.

10. Have you ever been a victim of a crime? *

Yes

11. Have you ever been convicted of a crime? If so, what was the violation? *

No

12. Have you, a close family member, or friend ever been employed in the law enforcement or criminal justice system? *

No

13. Do you have any experience working with people on a board, commission, committee, or as part of some other decision making group? *

Yes

14. The VALE Board meetings typically occur one morning a month. Will you be sufficiently available to participate? *

Yes

15. Please enter today's date *

7/21/2021



16. Have you previously served on the VALE Board? *

☐ No

☒ Yes

Reappointment Applicants

17. Why do you think you should be reappointed? *

na

18. Have you served more than two full terms on the VALE Board? *

na

Composition of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the VALE Board

(8) Victim's and Witnesses Assistance and Law Enforcement Board:

- a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but within the 81601 zip code area or own real property or a business within the City.
- b. (R 20-05 §2)
- c. The Chief of Police as an advisory member, but a nonvoting member of the Board. Powers and Duties:

Powers and Duties of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

(h) Powers and duties of the Victim's and Witnesses Assistance and Law Enforcement Board.

(1) The Board shall designate one (1) of its members as chairman, shall establish rules of procedure and order and shall hold meetings as it might deem necessary.

(2) A surcharge equal to twenty-five percent (25%) of the fine imposed for violation of all municipal ordinances, including ordinance violations under the Model Traffic Code, is hereby levied on each Municipal Court action resulting in a conviction, plea of guilty or no contest or in a deferred judgment and sentence, which municipal ordinance violation is charged pursuant to City ordinances. All calculated surcharge amounts resulting in dollars and cents shall be rounded to the nearest whole dollar. In the event a portion of the fine is suspended, the surcharge levied shall be computed based upon the original fine, regardless of whether a portion of said fine has been suspended. Said surcharges shall be paid to the Clerk of the Court by the defendant, and said Clerk

shall deposit the money so received in the fund hereinafter created. (A 33-05,§2)

(3) The Victim's and Witnesses Assistance and Law Enforcement Fund, hereinafter referred to as the "Fund," consist of all monies paid as a surcharge as provided in Subsection (2) above. All monies deposited in the Fund shall be deposited in an interest-bearing account, and all interest earned by monies in the Fund shall be credited to the Fund. The City Manager, by and through the Finance Director, shall be responsible for establishing a separate fund for purposes of accounting for the revenues and expenditures. At the conclusion of each fiscal year, all monies remaining in the Fund shall remain in the Fund for allocation as hereinafter set forth.

(4) The Board shall disburse monies from the Fund in the following manner:

a. First, to the payment of all reasonable and necessary expenses and costs incurred by the Board in the performance of its duties, including but not limited to professional fees, office supplies and meeting expenses.

b. Second, not less than fifty percent (50%) of the monies remaining in the Fund after the deduction of reasonable expenses and costs shall be allocated for the purchase of victims and witnesses services and reimbursements, as hereinafter set forth. No funds shall be paid except in those specific instances where a police report has been filed by the Police Department for an alleged violation of a municipal ordinance, regardless of whether the perpetrator has been identified, arrested or prosecuted.

c. Third, any remaining monies may be allocated to the Police Department for the following purposes, including, but not limited to: equipment purchases, training programs for personnel and the employment of additional personnel. Such funds shall not be used by the Police Department for defraying the costs of routine and ongoing operating expenses. No disbursement within this category of expenditure shall be made without the approval of the City Council following a written recommendation by the Board.

Powers and Duties of the VALE Board - Continued

(5) Disbursement of funds by the Board on behalf of the victim's and witnesses assistance services may be used for the following purposes:

a. Provision of services for early crisis intervention;

b. Assistance in prompt return of victims' property;

c. Assistance to victims and witnesses in arranging transportation to and from court;

d. Provision of translator services;

e. Protection from threats of harm and other forms of intimidation

f. Reasonable medical and hospital expenses and expenses incurred for dentures, eyeglasses, hearing aids or other prosthetic or medically necessary devices; and

g. Losses resulting from property damage, including repair or replacement of property damaged as a result of crime or payment of the deductible amount on a residential insurance policy in an amount not to exceed five hundred dollars (\$500.00). Victims' recovery due to property damage shall not exceed five hundred dollars (\$500.00) for any crime, but in no case shall a loss be compensable if the aggregate property damages are less than twenty-five dollars (\$25.00).

(6) The Board is authorized to accept and evaluate all applications for disbursement of funds, whether emanating from victims, witnesses or law enforcement agencies. Applications for disbursement shall be made upon forms prescribed by the Board, and made available by the Municipal Court and the Police Department. The Board shall establish its own criteria for evaluating applications for disbursement, and nothing herein contained shall obligate the Board to make disbursement of any funds available to it. Upon a finding by the Board that a disbursement shall be made from the Fund, the Board shall submit a written request for payment to the Finance Department, which shall then remit payment in accordance with the request.

(7) The Board is required to submit minutes of its meetings to the City Council at the next regular Council meeting following the Board's meeting.

Appointment, Removal, Term and Vacancies of Boards and Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)

VALE Board Application

Thank you for your interest in serving your community. Please answer all questions on this application.

Personal Information

1. Name *

Joyce Jenkins

2. Home Address *

340 13th St., #3; Glenwood Springs, CO. 81601

3. Mailing Address *

same

4. Home Phone *

n/a

5. Work Phone *

n/a

6. Mobile Phone *

720-431-2547

7. Email Address *

joycejenkins@msn.com

8. Occupation *

retired attorney

Personal and Professional Interests

9. Describe any experience with maintaining confidential information. *

practice of law, 1985-2011 Youth Zone volunteer, 2019

10. Have you ever been a victim of a crime? *

no

11. Have you ever been convicted of a crime? If so, what was the violation? *

no

12. Have you, a close family member, or friend ever been employed in the law enforcement or criminal justice system? *

no

13. Do you have any experience working with people on a board, commission, committee, or as part of some other decision making group? *

President, League of Women Voters of Mesa County, 1970's and 1980's In-house Counsel for employment and litigation, Intrado, Inc., Longmont CO, 2004-2011

14. The VALE Board meetings typically occur one morning a month. Will you be sufficiently available to participate? *

yes

15. Please enter today's date *

8/2/2021



16. Have you previously served on the VALE Board? *

☒ No

☐ Yes

Composition of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

Composition of the VALE Board

(8) Victim's and Witnesses Assistance and Law Enforcement Board:

- a. Five (5) citizens, at least four (4) who are residents of the City and one (1) who may reside outside of the City but
within the 81601 zip code area or own real property or a business within the City.
- b. (R 20-05 §2)
- c. The Chief of Police as an advisory member, but a nonvoting member of the Board. Powers and Duties:

Powers and Duties of the VALE Board

(as defined in Title 020 of the Glenwood Springs Municipal Code)

(h) Powers and duties of the Victim's and Witnesses Assistance and Law Enforcement Board.

- (1) The Board shall designate one (1) of its members as chairman, shall establish rules of procedure and order and shall hold meetings as it might deem necessary.
- (2) A surcharge equal to twenty-five percent (25%) of the fine imposed for violation of all municipal ordinances, including ordinance violations under the Model Traffic Code, is hereby levied on each Municipal Court action resulting in a conviction, plea of guilty or no contest or in a deferred judgment and sentence, which municipal ordinance violation is charged pursuant to City ordinances. All calculated surcharge amounts resulting in dollars and cents shall be rounded to the nearest whole dollar. In the event a portion of the fine is suspended, the surcharge levied shall be computed based upon the original fine, regardless of whether a portion of said fine has been suspended. Said surcharges shall be paid to the Clerk of the Court by the defendant, and said Clerk shall deposit the money so received in the fund hereinafter created. (A 33-05,§2)
- (3) The Victim's and Witnesses Assistance and Law Enforcement Fund, hereinafter referred to as the "Fund," consist of all monies paid as a surcharge as provided in Subsection (2) above. All monies deposited in the Fund shall be deposited in an interest-bearing account, and all interest earned by monies in the Fund shall be credited to the Fund. The City Manager, by and through the Finance Director, shall be responsible for establishing a separate fund for purposes of accounting for the revenues and expenditures. At the conclusion of each fiscal year, all monies remaining in the Fund shall remain in the Fund for allocation as hereinafter set forth.
- (4) The Board shall disburse monies from the Fund in the following manner:
 - a. First, to the payment of all reasonable and necessary expenses and costs incurred by the Board in the performance of its duties, including but not limited to professional fees, office supplies and meeting expenses.
 - b. Second, not less than fifty percent (50%) of the monies remaining in the Fund after the deduction of reasonable expenses and costs shall be allocated for the purchase of victims and witnesses services and reimbursements, as hereinafter set forth. No funds shall be paid except in those specific instances where a police report has been filed by the Police Department for an

alleged violation of a municipal ordinance, regardless of whether the perpetrator has been identified, arrested or prosecuted.

c. Third, any remaining monies may be allocated to the Police Department for the following purposes, including, but not limited to: equipment purchases, training programs for personnel and the employment of additional personnel. Such funds shall not be used by the Police Department for defraying the costs of routine and ongoing operating expenses. No disbursement within this category of expenditure shall be made without the approval of the City Council following a written recommendation by the Board.

Powers and Duties of the VALE Board - Continued

(5) Disbursement of funds by the Board on behalf of the victim's and witnesses assistance services may be used for the following purposes:

- a. Provision of services for early crisis intervention;
- b. Assistance in prompt return of victims' property;
- c. Assistance to victims and witnesses in arranging transportation to and from court;
- d. Provision of translator services;
- e. Protection from threats of harm and other forms of intimidation
- f. Reasonable medical and hospital expenses and expenses incurred for dentures, eyeglasses, hearing aids or other prosthetic or medically necessary devices; and
- g. Losses resulting from property damage, including repair or replacement of property damaged as a result of crime or payment of the deductible amount on a residential insurance policy in an amount not to exceed five hundred dollars (\$500.00). Victims' recovery due to property damage shall not exceed five hundred dollars (\$500.00) for any crime, but in no case shall a loss be compensable if the aggregate property damages are less than twenty-five dollars (\$25.00).

(6) The Board is authorized to accept and evaluate all applications for disbursement of funds, whether emanating from victims, witnesses or law enforcement agencies. Applications for disbursement shall be made upon forms prescribed by the Board, and made available by the Municipal Court and the Police Department. The Board shall establish its own criteria for evaluating applications for disbursement, and nothing herein contained shall obligate the Board to make disbursement of any funds available to it. Upon a finding by the Board that a disbursement shall be made from the Fund, the Board shall submit a written request for payment to the Finance Department, which shall then remit payment in accordance with the request.

(7) The Board is required to submit minutes of its meetings to the City Council at the next regular Council meeting following the Board's meeting.

Appointment, Removal, Term and Vacancies of Boards and Commissions

Glenwood Springs, CO Municipal Code 020.020.040

(a) Appointment and term of members. Except as otherwise provided, all appointments to the boards and commissions shall be by the City Council for terms of three (3) years each, and each member shall serve until his/her successor is appointed and takes office; provided, however, that the initial terms of office may be shortened by the City Council so as to provide overlapping terms of office. Appointments shall expire the day before the first regular meeting of the City Council in each month according to the following schedule:

(1) February:

Planning and Zoning Commission;
Finance Advisory Board;
Tourism Promotion Board;
Building Board of Appeals.

(2) March:

Transportation Commission;
Arts and Culture Board;
Parks and Recreation Commission;
Airport Board;
River Commission.

(3) April:

Local Liquor Licensing Authority;
Victim's Witnesses Assistance and Law Enforcement Board;
Historic Preservation Commission;
Glenwood Springs Housing Commission.

(b) Alternate members. The City Council at its discretion may appoint up to three (3) persons as alternate members for each board or commission. If a regular member of a board or commission is to be absent from a meeting, the presiding officer for the meeting may select an alternate member to fill such absence and to attend and serve at the meeting. The alternate member may exercise all powers at the meeting which the absent regular member could exercise, and the alternate's powers and privileges shall terminate at the end of the meeting attended. The presiding officer may at his/her discretion select the same alternate to serve at successive meetings in the absence of any member.

(c) Limit to term of members. No Board member shall serve more than two (2) terms on the same board or commission.

(d) Removal of members. All appointed members of a board or commission shall be subject to removal, at any time, by the City Council. In the event an appointed member of a board or commission ceases to qualify for membership, his or her appointment is immediately terminated.

(e) Vacancies. The City Council shall fill all vacancies on boards and commissions by appointment for the unexpired term.

(Code 1971 §§ 2-63, 2-64, 2-67; 6-95 § 1; 10-07 § 2; Ord. No. 9-2018 , § 2, 4-20-2018)



CITY OF GLENWOOD SPRINGS

VICTIM AND WITNESS ASSISTANCE
AND LAW ENFORCEMENT BOARD
c/o Glenwood Springs Police Department
101 West 8th Street
Glenwood Springs, Colorado 81601
Telephone: (970) 384-6500

Memo

Glenwood Springs VALE Board

To: Ryan Muse – City Clerk
From: Katie Mulkey- VALE Board Secretary
CC: Sara Weigel – Executive Admin.
Assistant

Tony Hershey – City Council Liaison

Date: August 9, 2021
Re: VALE Board Member Appointments

Comments : During the August 9, 2021 VALE Board Meeting, Cindy Svatos and Joyce Jenkins were interviewed for appointment to the VALE Board.

Both Cindy and Joyce were deemed eligible for appointment with a term ending 2024.

Please include VALE Board appointment considerations on the agenda for the next City Council Meeting. Currently, the VALE Board cannot meet quorum so we cannot hold meetings as we normally would.



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: Detox Update and Budget Request

Action Requested: Approve a request to budget up to \$200,000 in Tobacco Tax funds for a regional detox facility in 2022.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: The City of Glenwood Springs lacks a detox facility and working in partnership with our regional partners to build and support one is a high priority in City Council's 2020-2025 Strategic Vision. The City hired Debbie Wilde to coordinate the regional discussion and move forward this critical community need.

Staff will present the latest update along with Debbie Wilde, Mind Springs Health, Valley View Hospital and other partners.

Issues: Multiple funding sources will be needed to build and sustain a detox facility. While regional conversations have been robust, it is essential to begin to commit with our partners on stable funding sources for the facility. If City Council approved this request, the City of Glenwood Springs will be the first to commit existing tax dollars to funding a detox facility.

There would still need to be a significant process with partner organizations and final approval from City Council would come later in the process.

Staff Recommendation: To approve up to \$200,000 in an annual allocation to fund a detox facility starting with the 2022 Budget. These funds are set aside under a social services category for the draft 2022 Budget.



Withdrawal Management in Garfield County

Sharon Raggio, CEO
Doug Pattison, CFO
Mind Springs Health, Inc.



History

1. Garfield County last had a withdrawal management program in 2010.
2. Despite multiple conversations, there has been no community consensus or shared vision identified.
3. Withdrawal management conversation started again in late 2020, and now there is a shared vision and a community consensus.
4. Cost to remodel facility is approximately \$400,000.
5. Start-up costs approximately \$75,000 - \$125,000.



Draft Pro Forma

Detox														
Garfield pro-forma														
1-Aug-21														
						Year 1	Year 2	Year 3	Year 4	Year 5				
Total Salary/Wages, Taxes & Benefits						765,844	781,161	796,784	812,720	828,974				
Direct - Food, Training						28,000	28,560	29,131	29,714	30,308				
Occupancy						20,265	20,670	21,083	21,505	21,935				
Operating						46,044	46,965	47,904	48,862	49,840				
Direct Overhead Applied						63,460	63,460	63,460	63,460	63,460				
Indirect Overhead						138,542	141,313	144,139	147,022	149,962				
Grand Expense Detox Only Total						1,062,154	1,082,128	1,102,501	1,123,282	1,144,479				
Mobile Recovery Team						150,000	154,500	159,135	163,909	168,826				
Total Expense Mobile And Detox						1,212,154	1,236,628	1,261,636	1,287,191	1,313,305				



Packet Page 337

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Gap Summary

	Year 1		Year 2		Year 3		Year 4		Year 5
ADC of 6 projected gap at	140,534		147,576		354,803		362,221		369,835
ADC of 5 projected gap at	258,534		265,576		472,803		480,221		487,835
ADC of 4 projected gap at	376,534		383,576		590,803		598,221		605,835





VALLEY VIEW

September 2, 2021

Dear City of Glenwood Springs Mayor and City Council,

We are proud to be part of the broad community effort to create a community detox. Our community members and visitors deserve a safe and appropriate place to detox from substances with professional care. We are grateful for City Council's consideration to move forward with these plans, working to support Mind Springs Health in opening and operating a detox in Glenwood Springs. Now is the time to act as so many are in mental health crisis and turning to substances.

Valley View is committed to this endeavor. We have already agreed to provide medical assessments and clearances to patients of the detox. In addition, following support from the City, Valley View is prepared to provide financial support to this new community service. Lastly, we will remain engaged in this collaborative work as we bring other key entities and organizations across our area together to offer similar support.

Sincerely,

Brian Murphy, MD
CEO
Valley View



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: Southbridge - Jacobs Design Contract Amendment

Action Requested: Approval of a Jacobs Engineering design contract amendment to allow for additional funds for a final reevaluation of the environmental assessment and design.

Department: Engineering

Presented By: Terri Partch, City Engineer

Background Info: The evaluation of thirty-four different alternatives for a southern evacuation route for the City began in 2007 and was completed in 2020. Since that time design has proceeded to nearly ninety percent. These are additional costs for a final reevaluation of the project Environmental Assessment and for changes that have either already been incorporated or remain to be added:

NEPA - Reevaluation to document final project design changes. Jail site documentation and evaluation to clear the final design

Tunnel insulation, structural reanalysis of the tunnel, runway extension and redesign

Tunnel flare redesign to accommodate large vehicles turning on to Airport Center Drive.

Landscaping and wall finishes

Change from curb and gutter to bioswale design

Thompson Glen drainage design to protect soil nail wall

Holy Cross/Jackson Ranch accommodations

Collapsible soil analysis and performance specifications on the east side of the project

Noise wall design

Additional right of way services for additional parcels

Bid support

This amendment would add \$741,382 (Not including additional funds for design work for Holy Cross and Jackson Ranch improvements. These are highlighted in the fee estimate spreadsheet).

The current balance of the existing design contract is \$735,288.47. Adding the above amendment to the contract would bring the outstanding contract balance to \$1,476,640.47

The current balance of the remaining Federal earmark is \$521,852.07.

City A&I South Bridge Reserve Funds will be needed to cover the contract balance of \$954,818.40.

Should the tax payers approve the airport tunnel redesign in November (\$207,480), the overall cost to the City's A&I fund would be reduced to \$747,338.40

Issues: South Bridge A&I Reserve Funds and the remaining Federal Earmark funds will need to be used to complete the design and final reevaluation of the environmental assessment.

Right of way/ property acquisition will need to be funded through another A&I bond.

Council could decide to suspend the project now, or at 100% design. Once right of way is funded it will

take 1-1.5 years to complete the acquisitions. The FHWA agreement for our current Federal earmark will expire on 10-31-2024.

Staff Recommendation: Approve the Jacobs contract amendment to complete the design and environmental reassessment for all of the elements with the exception of the improvements for Holy Cross and Jackson Ranch. The total contract amendment would then be \$741,382.

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[illegible]

South Bridge Amendment 9B August 2021		Company Scope Responsibility Estimated Hours in Proposal																																		Labor Cost																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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South Bridge Project Amendment 9B Scope of Work August 2021

Description of Work

Under this scope of work, the Jacobs team will complete the services outlined below.

1. Environmental Services

1.1 Reevaluation

The South Bridge Environmental Assessment was signed in October 2013 and the FONSI was signed in October 2020. CDOT requires a Reevaluation of the EA/FONSI prior to construction. This Reevaluation will include changes made in final design that will change impacts and mitigation reported in the EA.

Jacobs will prepare a CDOT Reevaluation Form 1399. Jacobs will use its in-house staff to complete this environmental and feasibility analysis. Information will be gathered through field surveys, library and archival research, and modeling.

1.1.1 Resource Evaluation:

The Feasibility Study will include a resource evaluation of the existing conditions with a focus on conditions that have changed since the FONSI that could be affected by Option 2. This evaluation will not include updates to existing conditions for resources that would not influence the decision making regarding Option 2 (e.g. updating ROW and property boundaries). The resource evaluation will include a section on resources not anticipated to be affected with brief rationale, and another section on resources requiring additional analysis to support the Feasibility Study.

- Resources not anticipated to be affected. Briefly describe why the following resources do not require analysis: either because they do not exist in the area where Option 2 improvements would occur, or because they would not be affected by Option 2:
 - Land Use and Induced Growth Impacts
 - Social and Economic Conditions
 - Farmland,
 - Floodplains,
 - Park and Recreation Uses,
 - Section 4(f) and 6(f),
 - paleontological,
 - Water Resources/Quality,
 - Wetlands and Vegetation,
 - Wildlife and Fisheries,
 - Threatened or Endangered Species and Sensitive/Rare Species,
 - Right-of-Way,
 - Air Quality,
 - Hazardous Materials.
- Resources requiring additional analysis and evaluation. The following resources will require additional evaluation as described:

- Cultural Resources. See Section 2.2 below for details on tasks, deliverables, and assumptions for preparation of the Cultural Resources Technical Memorandum.
- Noise. Because of utility conflicts, changes in the barrier location are required. This will require noise modelling, barrier analysis, and public outreach. New barrier locations will be modelled and assessed per CDOT noise abatement criteria. Results will be summarized in a Noise Technical Memorandum
Visual Conditions. The new noise barrier(s) will be approximately 15' closer to residences and require tree removal. Reevaluate analysis of impacts based on views of and from the revised barrier (no visual simulations will be prepared).
- Cumulative Impacts. Update data on resources focusing on reasonably foreseeable projects that have a reasonably close causal relationship to the project.

1.1.2 Reevaluation:

- Prepare draft EA Reevaluation (CDOT Form #1399 and accompanying documentation) for City and CDOT Review (1 review). Assumes concurrent review by the City and CDOT Region 3 (2 reviews)
- Respond to comments and provide to FHWA for their review and approval (2 reviews).
- Respond to comments and provide to CDOT for final approval and signature.

1.2 Archaeological Site Visit

Jacobs will complete an archaeological site visit of the historic Cardiff jail in compliance with Section XI Post-Review Discoveries of the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in Colorado*. The site visit and documentation will include archival research, formal recording of the site, and a written technical memorandum, including an appropriate Office of Archaeology and Historic Preservation (OAHP) Historic Archaeological Component Form and an evaluation of National Register of Historic Places (NRHP) eligibility of the resource.

1.2.1 Archival Research

Jacobs proposes to conduct archival research and a records search for the historic Cardiff Jail using online sources and an in-person visit to the Glenwood Springs Historical Society and Frontier Museum and any other appropriate local museums and or historical societies. Research will be conducted by a qualified archaeologist. Archival research will be an important element in determining if the site is eligible for the NRHP.

1.2.2 Archaeological Site Visit

Jacobs proposes to conduct an archaeological site visit to identify and record the historic Cardiff Jail. A pedestrian survey will be conducted in the vicinity of the site to identify the site boundary, and all features of the site will be recorded using a global positioning system (GPS) Collector tablet. Shovel Test Probes (STPs) will be excavated to determine the presence or absence of subsurface cultural deposits. This information, in conjunction with the archival research data, will be used to draft a OAHP Historic Archaeological Component Form and to determine if the site is eligible for the NRHP.

1.2.3 Cultural Resources Technical Memo and Historic Archaeological Component Form

A cultural resources report in the form of a memo will be provided detailing the results of the archival research, archaeological site visit, and STPs. The memo will include sections on historic context, historical map review, archival review, field methods, results, and recommendations. The memo will also include a completed Historic Archaeological Component Form and Management Data Form.

Assumptions

- This work will be conducted as a post-review discovery as outlined in the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the Colorado State Historic Preservation Officer, and the Colorado Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in Colorado* (Stipulation XI). As such, CDOT will carry out consultations with SHPO and interested Tribes.
- This scope does not include mitigation/data recovery at the site if it is determined eligible for inclusion in the NRHP. If the site is determined eligible and cannot be avoided during project activities, resulting in an adverse effect, then additional scope and budget may be required to resolve adverse effects.
- Landowner right-of-entry will be secured by the City of Glenwood Springs prior to fieldwork.
- Fieldwork will be conducted by one staff over one full session. The full session will consist of one, 8-hour day recording the site and conducting STPs, one 4-hour day conducting archival research at the Glenwood Springs Historical Society and Frontier Museum, plus travel (an additional 8 hours round trip).

Deliverables

- Jacobs will provide a Cultural Resources Technical Memorandum documenting the research methods and results, eligibility recommendation, project effect recommendation, photos, USGS topo map, sketch map, and Historic Archaeological Component Form.
- Upon final review, Jacobs will submit the Cultural Resources Technical Memorandum and Historic Archaeological Component Form and associated Management Data Form to the SHPO.

1.3 Public Involvement Support

Jacobs will provide miscellaneous public involvement support to the City in efforts to get feedback on Option 2. Scope assumes up to 80 hours of support will be provided. This support could include the following tasks:

- Developing website content for the City to upload and host on their website
- Preparing for and attending virtual public events
- Preparing public involvement materials such as flyers, meeting boards, and press releases.

2. Project Aesthetics

2.1 Prepare Aesthetics Options

Jacobs will develop aesthetic design options for the following elements of the project:

- retaining walls
- sound walls
- pedestrian railings
- pavement where applicable

To support the City in design selection Jacobs will prepare an aesthetics package to include up to 3 material options for retaining walls including cost per square foot. Jacobs will develop renderings for the runway

underpass, the pedestrian underpass, and the sound walls. The lead design team member will present and review the concepts to the City of Glenwood Springs. The City of Glenwood Springs is to provide input to move forward into the next steps of design.

Deliverables

- Powerpoint or pdf presenting material options with approximate costs
- Renderings of one material option for the sound wall, tunnel, and pedestrian underpass

2.2 Design coordination

Following the selection and approval of materials, the Jacobs team will incorporate the aesthetics selections into the construction plans and specifications.

3. Landscaping and Irrigation

This scope covers additional landscaping and irrigation design to include the proposed bioswales along Airport Road, tree plantings and landscaping from Morgan Street to the airport tunnel, and revegetation of all disturbed areas within right-of-way.

Effort will include:

- a. Review Meeting
The lead design team member will present and review the preferred concept to the City of Glenwood Springs. The City of Glenwood Springs is to provide input and revisions to move forward into the next steps of design.
- b. 60% Design
The design team will further develop the plans to 60%. The 60% plans will include construction details for City of Glenwood Springs review.
- c. 90% Plans and Specifications
The design team will further develop the plans to 90%. Specifications and costs will be developed.
- d. FOR/Ad Set/Stamping
The design team will develop final bid documents. Bid documents will include 100% plans, specifications and costs.

4. Thompson Glen Ditch – Soil Nail Wall Protection

Based on the results of the geotechnical investigation performed by Yeh and Associates (as a subconsultant to Jacobs), it was determined that seepage protection would be required to protect the soil nail wall that parallels the Thompson Glen Ditch.

The Jacobs team will develop alternatives for lining of the ditch and present concept designs to the City and Thompson Glen Ditch owner.

After a preferred alternative is selected Jacobs will advance design and prepare construction plans to be included in the 90% plan submittal.

Deliverables

- Drainage plan, SWMP plan, cost estimate, and specifications as needed.

5. Soil Improvement Specification

5.1 Preparation of Contractor-Designed Ground Improvement Plans and Specification

Based on the results of a previous geotechnical investigation performed by Yeh and Associates (as a subconsultant to Jacobs), the area shown on Figure A-1 “Map of Potential Collapsible Soils” in the Yeh Collapsible Soil Memorandum (dated June 25, 2021), has been identified as a candidate for a ground improvement system due to the presence of collapsible colluvial deposits. A ground improvement system will densify the problematic site soils and mitigate the risk of excessive settlement of new embankments and structures. To facilitate design and construction of an appropriate system, the Jacobs team will prepare plans and specifications for a contractor-designed ground improvement system. Tasks associated with this scope of work include the following:

- ▶ Review existing geotechnical information and project plans to develop requirements for the lateral extent of the ground improvement system and long-term performance criteria of the structures supported by the system.
- ▶ Prepare plans and notes that show and describe the extent of the ground improvement system needed.
- ▶ Develop a contractor-designed ground improvement (CDGI) specification. The specification will be tailored to the project and include appropriate performance requirements for the proposed embankments and structures located within the areas where collapsible soil have been identified.
- ▶ Prepare an engineer's cost estimate for the CDGI system. The cost estimate task includes calculating estimated quantities for possible pay items and determining appropriate pay item costs. An estimate of cost will be prepared based on a conceptual ground improvement design; the Jacobs team will select a ground improvement system considered appropriate based on the subsurface conditions and performance criteria of the propose structures. This conceptual design will be for internal use only and will not be included in the contract documents.
- ▶ Coordinate and meet with Yeh and Associates, the Jacobs design team, and the City of Glenwood Springs as necessary. It is assumed that both progress and design coordination meetings will be required.
- ▶ The plans, specification, and estimate will be developed to the final (100%) submittal level.
- ▶ The plans, specification, and estimate will be reviewed by a senior geotechnical engineer for overall constructability and accuracy. The reviewer will be independent of the design team.
- ▶ Interdisciplinary reviews will be performed prior to the submittal.

6. Holy Cross & Jackson Ranch Accommodations

6.1 Holy Cross

As part of the South Bridge project Jacobs will design the following private improvements requested by Holy Cross Energy.

6.1.1 Raw Water Connection to Thompson Glen Ditch

- a) Concept design: Prepare up to 2 design alternatives for raw water connection from Thompson Glen Ditch to Holy Cross site.
- b) Final design of preferred alternative: Design of raw water connection will include horizontal and vertical design, utility coordination. Deliverables: Updates to construction plans, cost estimate, and specifications.

6.1.2 Access redesign

- a) Concept design: Prepare up to 2 design alternatives for lengthening access and reducing longitudinal slope. Deliverables: exhibits for proposed plan and profile to include limits of cut-fill.
- b) Final design of preferred alternative. Work will include horizontal and vertical design of the Holy Cross access from Airport Road/South Bridge including curb and gutter, sidewalk, and retaining walls, design of drainage improvements, and utility coordination. Jacobs will attend up to 3 review meetings with City and Holy Cross (30%, 60%, 90%). Deliverables: Updates to construction plans, cost estimate, and specifications.

6.1.3 Concept design for overnight parking

- a) Prepare up to 2 concept plans where overnight parking could be accommodated on the Holy Cross property. Deliverables: concept plan and preliminary construction cost estimate.

6.1.4 Relocation of existing lighted sign

- a) Jacobs will coordinate with the City and Holy Cross Energy to identify a new location for the existing lighted sign at the current Holy Cross entrance off of SH82. Design will include additional grading as needed. Lighting and electrical design is not included in this scope of work. Deliverable: Updates to signage and striping plan, cost estimate, specifications.

6.2 Jackson Ranch

As part of the South Bridge project Jacobs will design the following private improvements requested by owners of the Jackson Ranch.

6.2.1 Access redesign to accommodate livestock vehicle

Based on design vehicle dimensions provided by owners of the Jackson Ranch, Jacobs will analyze turn radius requirements. Design will include revisions to embankment grading to accommodate east bound turning movements onto Airport Road/South Bridge. Improvements to accommodate livestock trailer will include

installing mountable curb along Airport Road, adjusting drainage swales and culvert locations as necessary, and adjusting signage as necessary to avoid truck path. Deliverables: Updates to construction plans, cost estimate, and specifications.

6.2.2 Other private improvements

Jacobs will design and incorporate into construction plans the addition of one cattle guard and gate to be placed on the proposed Jackson Ranch access from Airport Road/South Bridge. Jacobs will design for removal and replacement of existing fencing. Deliverables: Updates to construction plans, cost estimate, and specifications.

Assumptions

- Additional survey is not included in this scope of work.
- Landscaping and irrigation design is not included in this scope of work. Relocation of existing irrigation is not included in this scope of work.

7. Runway Insulation

7.1 Redesign of Runway Reconstruction

The current Project design (current design) has identified the need to insulate the proposed airfield pavements over the proposed roadway tunnel. In the current design, the City of Glenwood Springs (City) has elected to not insulate the proposed roadway tunnel based on low or no use of the runway during freezing weather. However, based on the airport user's needs the City has requested from the Engineer a proposal to incorporate insulation into the runway pavement over the proposed roadway tunnel.

The insulation will mitigate the airfield pavement over the tunnel from freezing before the remainder of the runway constructed over earth. Varying airplane tire traction conditions on a runway are hazardous. The FAA's Advisory Circular 150/5300-13A "Airport Design" Chapter 7, Section 706 describes tunnel cover materials to "make pavements less susceptible to freezing".

In Section 706, the FAA refers to earth cover materials. This scope of work assumes polystyrene insulation is an acceptable substitute for earth cover materials. Insulation results in a lower depth of materials over the proposed bridge. This results in a lower height adjustment to runway profile and thus less weight on the proposed tunnel structure.

This scope of work describes the Airfield Engineering services to update the current Airfield construction documents, including the plans, specifications, and estimate, to add the insulation to the proposed Airfield pavements over the proposed tunnel.

Assumptions

- The aircraft design group (ADG) for this project is B-I Small Aircraft.
- Starting with the 90% Design Plans dated 09.13.2021.
- Environmental permitting for re-grading of the pavement and infields is not included. Any land disturbance permits will be handled by others. A Stormwater Pollution Prevention Plan with Erosion & Sediment control design are not included. Highway scope of work includes SWMP.
- The Airport Layout Plan (ALP) will not be updated under this Contract.
- The Scope will not be updated during this Project.

- Topographic and utility surveys are not included. Highway scope of work includes the survey.
- Pavement cores are not included. Highway scope of work includes the cores.
- Drainage design is not included. The airfield project is not anticipated to increase pavement areas and therefore will not increase the impervious area and related stormwater run-off.
- A pavement design report is required and is included as part of this scope of work.
- The runway Pavement Classification Number (PCN) value calculation is not included.
- Meetings will be conducted virtually.
- Bidding services are not included.
- Construction phase services are not included.
- Insulation design is advanced from the 100% design documents that do not include the insulation over the tunnel.
- The updated documents with the insulation will be advanced to 100% submittal. No interim submittals are proposed.

The Scope of Work for this Project shall cover airfield civil design. The understanding is that this Project is design only. The construction administration and field engineering representative services are not included.

Jacobs Engineering Group Inc. (the Engineer) agrees to perform engineering services for the City of Glenwood Springs (the Owner) as described below, within the hours allotted for the services as listed in the attached fee estimate.

7.1.1.1 DESIGN

Based on the designs prepared for the Airfield pavements without insulation, the Engineer shall provide design services to the Owner for the preparations of design plans, specifications and estimate of construction costs for the Airfield pavement with insulation.

The work of the Engineer shall include:

- ▶ Design team coordination with structures: The Engineer shall coordinate the elevation/profile of the runway, pavement material types and thicknesses with the project structural engineers. Structural engineers will require this information to determine the tunnel loading.
- ▶ Design team coordination with drainage: The Engineer shall coordinate the proposed grading with the project drainage engineers. Drainage engineers will require this information to collect pavement surface and subdrainage information.
- ▶ Insulation manufacturer investigations. The Engineer shall investigate the available material and material properties for the proposed application with industry polystyrene insulation manufacturers.
- ▶ Vertical geometry design: The Engineer will prepare a vertical design (profile) in accordance with FAA AC 150/5300-13A "Airport Design". The insulation will raise the runway over the proposed roadway tunnel from the current design. Consideration will be given to minimizing the grading requirements along the runway and taxiways, and adjacent turf areas as well as minimizing the grading of the paved surfaces and to promote positive drainage away from all edges of pavement and critical areas.
- ▶ Grading and site design: Based on adjustments to the runway profile, the Engineer shall prepare grading for the proposed site in accordance FAA AC 150/5300-13A "Airport Design".
- ▶ Develop specifications: The Engineer shall develop and prepare Specification for the insulation. Where possible CDOT specifications will be used. If necessary, special provision to the CDOT specifications will be developed.

- ▶ Update design plans: The Engineer shall develop revised 100% Design plans from the current design. The plans will be developed per the latest FAA AC's and associated FAA Standard Specifications. The plan set shall provide sufficient detail for the review of design concepts by the Owner and the FAA. It is anticipated that the Plan set will remove and replace the below drawings from the current design plans.
 - o Grading and Drainage Plan
 - o Profile Plan
 - o Typical Sections
 - o Insulation Layout Plan
 - o Runway Cross Sections
- ▶ Design QTO and EEOC: The Engineer shall perform a quantity take-off (QTO) on the 100% Design plans and update the engineer's estimate of cost (EEOC).
- ▶ Engineer's design report: The Engineer shall update the report with the final comments and estimates based on the use of insulation in the pavement.
- ▶ Design QA/QC: The Engineer shall perform an in-house QA/QC prior to the submission of the 100% Design submission. The in-house QA/QC check shall involve review by an individual experienced in the discipline of study for the corresponding aspect or design feature of the Project. This individual shall conduct a comprehensive check on all associated documents to be included in the submittal (e.g. drawings, specifications, estimates, and supplemental reports). The in-house QA/QC shall include time and effort required for the project engineers and CADD technicians to address comments generated during the review.
- ▶ Design review meeting: The Engineer shall attend the project review meeting with the project team and the Owner.
- ▶ Address design review comments: The Engineer shall update the documents based on review comments received and resubmit the plans, specifications, and estimate.

7.2 Redesign of Runway Underpass Structure

Structural final design will include structural sheets and specifications with design notes, detail notes, and computer output for the structural analysis and design. A design, detail and quantity check will be provided. An independent design check will be provided for critical structural elements: Bridge Geometry, Bridge Rail, Deck, Girders, GRS Abutment Foundations. Design and checks will be in accordance with the AASHTO LRFD and CDOT Bridge Design Manual.

Structure included in this Scope of Work:

- ▶ Glenwood Springs Municipal Airport Underpass:
 - o Re-design for additional runway insulation depth and weight

Jacobs shall develop the following additional documentation required with final plan submittal:

- ▶ A final complete set of original design notes (including output from computer programs), which reconciles any differences between the original design and independent check and any of the City of Glenwood Springs changes that Jacobs agreed upon.

- ▶ The Engineer shall develop and prepare Specification for the structure. Where possible CDOT specifications will be used. If necessary, special provision to the CDOT specifications will be developed.
- ▶ The Engineer shall provide a summary of quantities on the 100% Design plans and provide the engineer's estimate of cost.
- ▶ Two sets of field packages: 8-1/2" x 11" bridge geometry output and record of quantity calculations.
- ▶ Completed bridge rating package shall be assembled in accordance with the CDOT Bridge Rating Manual.

8. Design of Noise Walls

Structural final design will include structural sheets and specifications with design notes, detail notes, and computer output for the structural analysis and design. A design, detail and quantity check will be provided. An independent design check will be provided for critical structural elements: Drilled Shafts (foundations), Precast Wall Panels and Support Posts. Design and checks will be in accordance with the AASHTO LRFD and CDOT Bridge Design Manual.

Major Structure included in this Scope of Work: Noise Walls

Jacobs shall develop the following additional documentation required with final plan submittal:

- ▶ A final complete set of original design notes (including output from computer programs), which reconciles any differences between the original design and independent check and any of the City of Glenwood Springs changes that Jacobs agreed upon.
- ▶ The Engineer shall develop and prepare Specification for the structure. Where possible CDOT specifications will be used. If necessary, special provision to the CDOT specifications will be developed.
- ▶ The Engineer shall provide a summary of quantities on the 100% Design plans and provide the engineer's estimate of cost.
- ▶ Two sets of field packages: 8-1/2" x 11" bridge geometry output and record of quantity calculations.

9. Additional Right-of-Way Services

Under this scope of work, the Jacobs team will complete additional survey, and right of way effort.

9.1 Right-of-Way

Additional Scope Tasks

1. One Permanent Easement Description and associated ROW Plan modifications for utility relocation on Holy Cross parcel. One easement vacation description and accompanying exhibit for utility relocation on Holy Cross parcel.

2. One Temporary Easement parcel and associated ROW Plan modifications for Thompson Glen Ditch modifications on Holy Cross parcel.
3. One Temporary Easement parcel and associated ROW Plan modifications for revegetation on Jackson Family Ranch Parcel.
4. One Temporary Easement parcel and associated ROW Plan modifications for Storm Water Filtration System on Heather McGregor & Steven Smith parcel.
5. Two Permanent Easement descriptions, Two Temporary Easements associated ROW Plan modifications for Noise Walls on the Village Homes of Colorado parcels.
6. One Permanent Easement description, Two Temporary Easements associated ROW Plan modifications for Storm Water Filtration System on Wayne & Susan Rudd parcel.
7. Appraisal Staking for 21 Permanent Easements and 10 RW Parcels.
8. Set 31 Right-of-Way Monuments.

Assumptions

- One additional private parcel will need to be researched for potential acquisition.
- Setting boundary monuments for proposed corners is limited to the 31 proposed Right-of-Way monuments and does not include any monumentation of Permanent Easements.
- No Right of Entry will be required.
- No additional surveying and mapping will be required.
- ROW that will be conveyed to CDOT will be monumented with CDOT Type 1 Monuments purchased by Jacobs. 7 Monuments are assumed.
- ROW that will be conveyed to the City or others will be monumented with CDOT Type 6 Monuments purchased by Jacobs. 24 Monuments are assumed.

Deliverables

- Updated Right-of-Way base model in MicroStation format.
- Updated Right-of-Way plans in PDF format.
- Signed and sealed permanent easement acquisition descriptions for up to four parcels.
- Signed and sealed vacation description and exhibit for one easement vacation.

10. Bid Services

Jacobs will support the City of Glenwood Springs from bid advertisement through bid award up to the amount provided in the attached fee estimate. As part of this effort Jacobs will update the Engineers Cost Estimate with current cost data prior to the bid advertisement.

Assumptions

- Bid Period of 6 weeks from advertisement to award
- 2 Jacobs staff to attend bid meeting
- 10 addendums to address contractor questions.
- Excludes any updates to plans between Jacobs 100% submittal and bid.

11. Redesign of Tunnel and Airport Center Road to accommodate fuel trucks

As a result of on-going coordination between the City and the Glenwood Springs Airport it was determined that aviation fuel vehicles would need to access the airport from the new Airport Road connection. Based on design vehicle information provided by the airport board Jacobs analyzed turning movements and compatibility with the preferred alternative design. Results of this analysis concluded that redesign of the tunnel structure and intersection would be necessary.

Redesign effort included horizontal and vertical adjustment of Airport Center Road, redesign of the tunnel structure, wingwalls, and retaining wall along Airport Center Road, redesign of drainage and utility infrastructure, and additional utility coordination.

12. Design of Bioswales and Infiltration Galleries

At 30%, a storm sewer design was provided to capture/convey runoff to the Roaring Fork River. A draft profile was generated to show the depth of manholes necessary to capture flows west of the Airport Road high point and carry these flows over the hill where storm water could be treated in an underground structure prior to being release into the Roaring Fork River.

Due to the cost associated with such a deep storm sewer the City requested a design change using bioswales and infiltration galleries as an alternative to keep storm water on the surface and eliminate the need for deep manholes. Bioswales also have the benefit of providing water quality treatment, which the City anticipates as a future MS4 requirement with increased population growth in the area.

Jacobs was asked to consider the feasibility of this alternative design. Jacobs coordinated with Yeh and Associates (a subconsultant to Jacobs) to determine the information required for design.

60% design progressed and infiltration gallery locations were approximated based on calculated storm water volume to meet COGS criteria. Coordination with dry utilities took place to make sure infiltration galleries would not preclude a designated utility corridor. Detailed design of infiltration galleries occurred as soils data and infiltration rates became available through geotechnical borings.



Southbridge Conceptual Landscape







Streetscape Trees and Shrubs

Quercus macrocarpa (Bur Oak)

Gymnocladus dioica (Coffee Tree)

Crataegus douglasii (Black Hawthorn)

Pinus flexilis (Limber Pine)

Chrysothamnus nauseosus (Rabbitbrush)

Prunus besseyi (Pawnee Buttes Sand Cherry)



Bio-Swale Native Seed Mix

Bolboschoenus maritimus (Alkali Bulrush)

Elymus canadensis (Canada Wildrye)

Panicum virgatum (Switchgrass)

Sorghastrum nutans (Indian Grass)

Carex praegracilis (Black Creeper Sedge)

Carex nebrascensis (Nebraska Sedge)

Eleocharis palustris (Spikerush)

Schoenoplectus acutus (Hard Stem Bulrush)

Schoenoplectus tabernaemontani (Soft Stem Bulrush)

Schoenoplectus americanus (Olney's Three-Square Bulrush)

Juncus balticus (Baltic Rush)

Carex pellita (Woolly Sedge)



Native Seed Mix (partial list)

Bouteloua gracilis (Blue Grama)

Pascopyrum smithii (Western
Wheatgrass)

Schizachyrium scoparium (Little
Bluestem)

Erigeron speciosus (Showy Fleabane
Daisy)

Rudbeckia hirta (Black-eyed Susan)

Poa secunda (Sandberg's Bluegrass)

Festuca arizonica (Arizona Fescue)



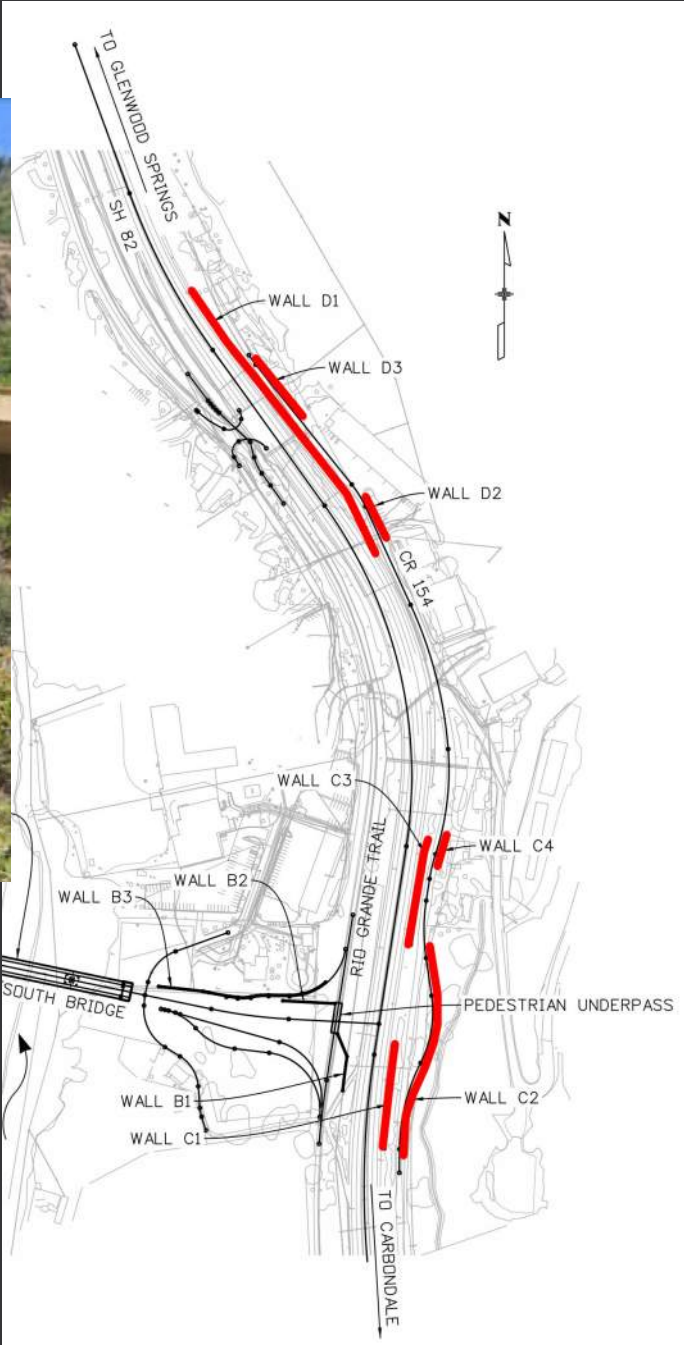
SouthBridge

Aesthetics

CDOT Colorado Random Formliner

Use on SH82 per CDOT

- Cast in place retaining walls
- MSE panels
- Regional aesthetic continuity
- Cost Effective (\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)
C1	2511	88	\$126,720
C2	2747	88	\$727,320
C3	1050	88	\$92,400
C4	594	88	\$52,272
D1	5255	120	\$1,185,600
D2	740	88	\$95,840
D3	1455	88	\$144,240

Boardform Liner

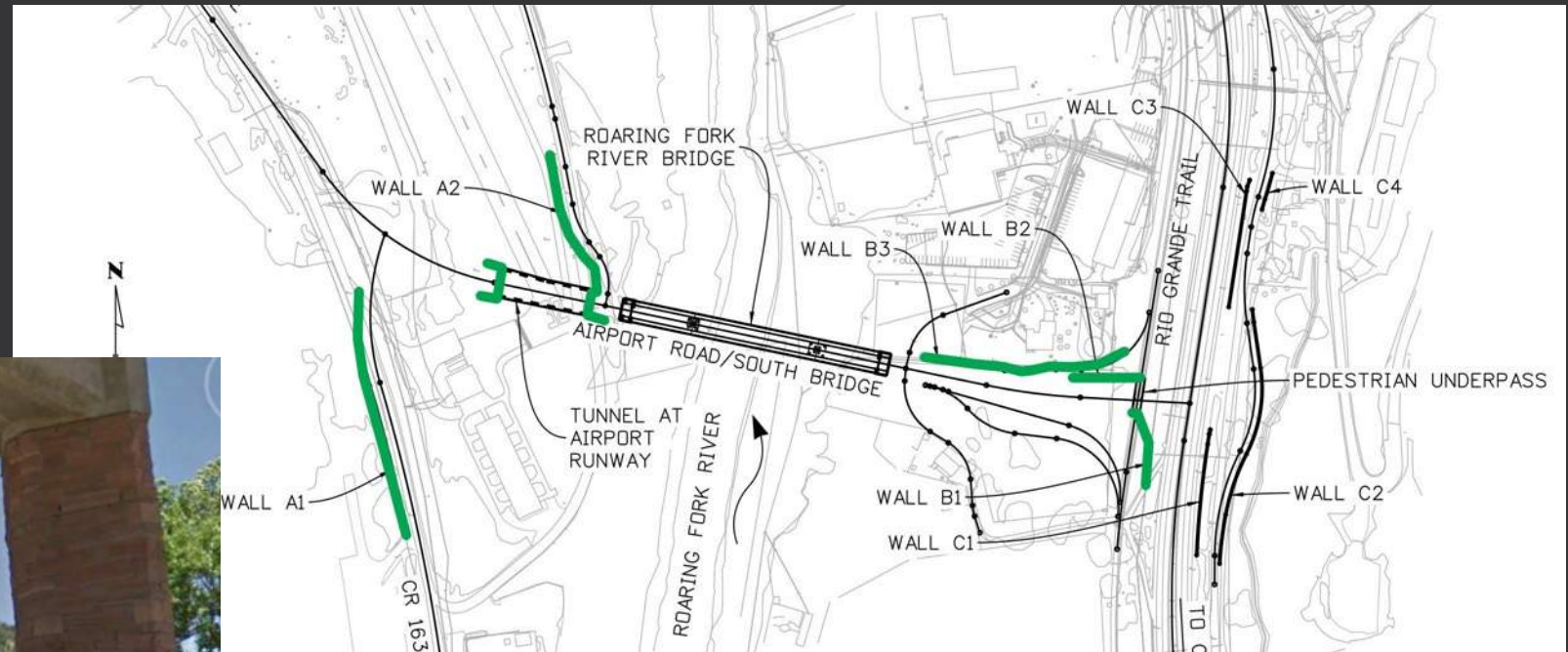
- Cast in place retaining walls
- Tunnel Headwall
- Local aesthetic continuity (27th St.)
- Good Human scale texture
- Cost Effective (\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)	Wall w/ stain (+\$5/sf)	Wall w/stone veneer (+\$65/sf)
A1	7412	80	\$592,960	\$630,020	\$1,074,740
A2	4866	80	\$389,280	\$413,610	\$705,570
B1	2511	95	\$238,545	\$251,100	\$401,760
B2	2747	95	\$260,965	\$274,700	\$439,520
B3	9111	95	\$865,545	\$911,100	\$1,457,760

Stone Veneer

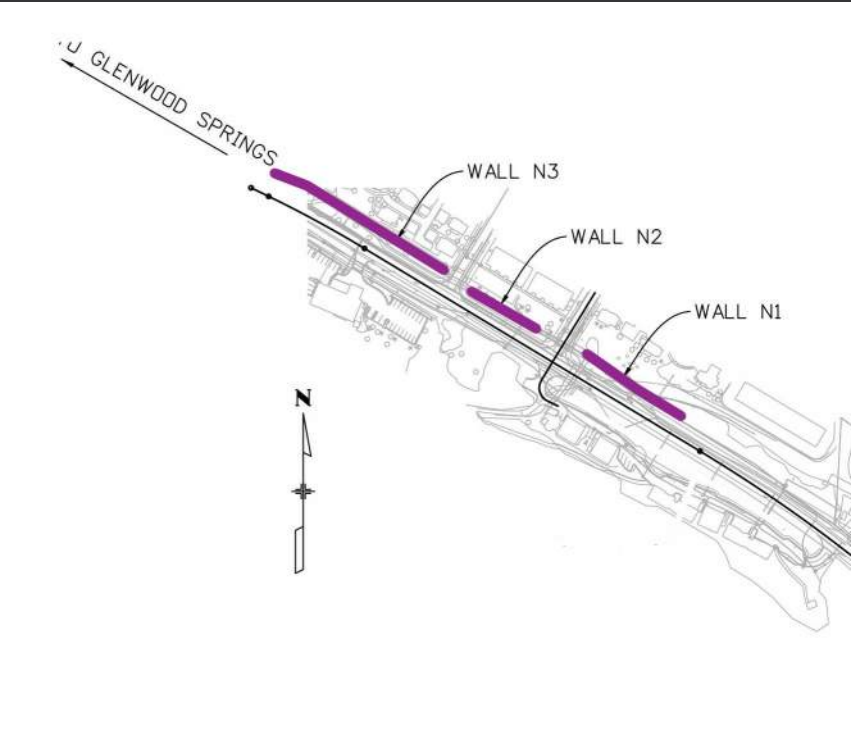
- Veneer cast in place retaining walls
- Local aesthetic continuity
- Good Human scale texture
- Cost (\$\$\$\$)



Wall	SF	Unit Cost	Wall Cost (60% plans)	Wall w/ stain (+\$5/sf)	Wall w/stone veneer (+\$65/sf)
A1	7412	80	\$592,960	\$630,020	\$1,074,740
A2	4866	80	\$389,280	\$413,610	\$705,570
B1	2511	95	\$238,545	\$251,100	\$401,760
B2	2747	95	\$260,965	\$274,700	\$439,520
B3	9111	95	\$865,545	\$911,100	\$1,457,760

Soundwalls

- Pre-cast Post and Panel
 - Lessens existing tree root system
- Mimics stone or wood
- Custom option available (Cost increase determined by complexity 1-2x)



Wall	SF	Unit Cost	Wall Cost (60% plans)
N1	3176	90	\$285,840
N2	2136	90	\$192,240
N3	6247	90	\$562,230

Railings

- Pedestrian railings atop retaining walls adjacent to walks and trails
- Styles can match precedent projects in the area
- Multiple colors available



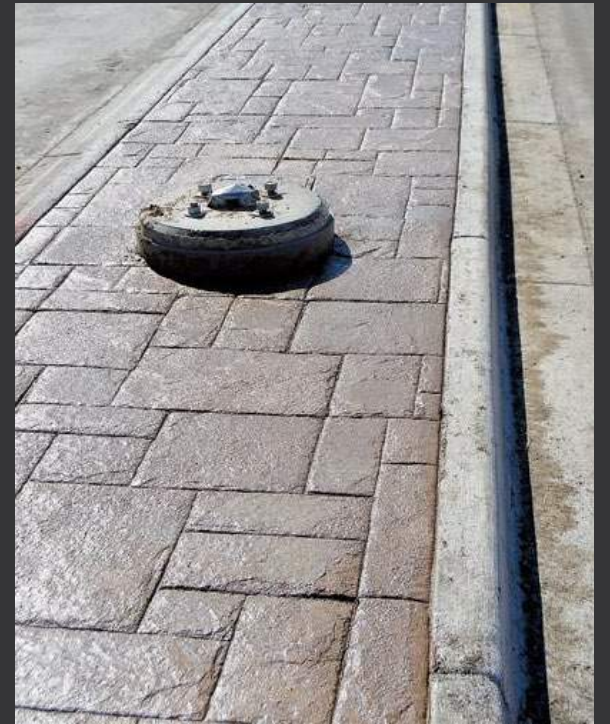
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Special Pavement

- Stamped and colored concrete to provide interest in medians, roundabout apron, crosswalks or accent banding in trails and sidewalks.



Packet Page 370



RFTA Trail Underpass



Airport Underpass



Soundwalls





City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item:	Local Match for Hanging Lake Trail Restoration
Action Requested:	Allocate \$50,000 in Financial Advisory Board (FAB) Grants for a local match set aside to restore and rebuild Hanging Lake Trail.
Department:	City Administration
Presented By:	Debra Figueroa, City Manager
Background Info:	The large debris flows that occurred in Glenwood Canyon at the end of July wiped out the existing Hanging Lake Trail. The City has been working with the US Forest Service, the Forest Service Foundation, and other partners to locate grant funding and local match funding to remove debris, rebuild a primitive trail, and design and build a resilient trail that will withstand debris flows into the future. The Forest Service Foundation is currently applying to the CPW Non-Motorized Trail Grant program for \$250,000 for a temporary trail, debris removal and stream restoration at Hanging Lake Trail. This grant will require a \$50,000 local match. The briefing sheet for the grant application is attached to this agenda item.
Issues:	The Forest Service would like to work with community partners to not only rebuild Hanging Lake Trail, but to significantly improve all recreational opportunities in Glenwood Canyon. Staff shared this goal for both the enjoyment of residents and our tourism economy. While the current grant requires only a \$50,000 match, the Forest Service will also need a \$100,000 match to access available Forest Service funding in the amount of \$500,000. Towards this end, Staff and the Forest Service will be seeking additional local match from partners. H2O Ventures is able to donate \$28,000 from fund raising from 2020 and the Glenwood Canyon Restoration Alliance is considering a \$25,000 match as well. That will still leave a gap of \$50,000. While staff will seek additional outside funding to cover this gap, we feel it is critically important to apply for the CPW funds. FAB did not allocate \$150,000 in funding available in 2021 and staff is comfortable with \$50,000 in this funding being allocated to this project. Hanging Lake is the city's number one tourist attraction and is a beloved community amenity. It is the hope of the Forest Service by quickly jumping on these opportunities to have a primitive trail open at some point next season.
Staff Recommendation:	Approve a \$50,000 in local match for the CPW grant from unallocated FAB funding.



HANGING LAKE TRAIL RESTORATION



*National Forest Foundation, City of Glenwood Springs,
and White River National Forest Seek CPW Grant Funding
to Reconstruct Popular Trail Damaged by Mudslide*



Hanging Lake Trail, which climbs 1,000 feet above the floor of Glenwood Springs Canyon to an iconic, crystal-blue lake with tumbling waterfalls, is the City of Glenwood Springs' most visited tourist attraction. In late July of 2021, a mudslide in the Grizzly Creek Burn Scar area caused enormous piles of mud, boulders, and debris to sweep away major trail sections, take down hiking bridges and decks, down trees, and bury the recreation area in rubble. The beloved Hanging Lake Trail is now closed for the foreseeable future, causing the cancellation of 15,000+ reservations to visit the trail this season. The public, local businesses, and surrounding communities are anxious to restore access to this one-of-a-kind natural treasure, tourism magnet, and economic generator.



The White River National Forest (WRNF) is working to reopen the area as soon as possible by making the emergency repairs necessary to allow hikers to safely access the lake using a more primitive trail while they develop long-term plans to rebuild. Following the major expenditures caused by last summer's Grizzly Creek Fire and this summer's catastrophic mudslides, federal, state, and local resources are needed to complete the temporary restoration and the longer-term reconstruction of Hanging Lake Trail. The National Forest Foundation (NFF) is partnering with the WRNF, City of Glenwood Springs, and other local stakeholders to seek **\$250,000 in CPW Non-Motorized Trail Grant funding** with \$50,000 in local match for **Temporary Trail, Debris Removal, and Stream Restoration at Hanging Lake Trail**. These funds will be invested in projects to restore public access to Hanging Lake via a primitive trail for short-term use by removing sediment from the trail, stream, and surrounding area. Funding will also engage Youth Corps, Volunteers, For-Profits, Non-Profits, and other Governmental Entities to assist with fundraising and trail work.

Restoring public access to the trail is a high priority for the WRNF and surrounding communities in the Roaring Fork Valley and Vail Valley due to the trail's uniqueness, popularity, and economic importance. The WRNF and City of Glenwood Springs recently made major investments in implementing the *Hanging Lake Area Management Plan* to guide visitor use and long-term sustainable management with the goal of preserving this special destination for future generations. Re-establishing public access will ensure these investments are put to good use in promoting stewardship, boosting outdoor recreation, and supporting tourism spending and economic development in Glenwood Springs and beyond.

Please contact Jamie Werner, WRNF Stewardship Coordinator for the National Forest Foundation at 720-245-0112 or jwerner@nationalforests.org; Clark Woolley, Forest Partnership Coordinator for the WRNF at 970-948-9803 or clark.woolley@usda.gov; or Debra Figueroa, City Manager of Glenwood Springs, at 970-384-6401 for more information.



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: Affordable Housing Manager and Budget

Action Requested: To fund a Housing Manager in the 2022 Budget.

Department: City Administration

Presented By: Debra Figueroa, City Manager

Background Info: Mayor Godes requested the agenda item and intends to take the lead on the discussion. It is anticipated this position would cost at least \$100,000 with benefits.

Issues: City Council has identified affordable housing as a high priority strategy in the 2020-2025 Strategic Vision.

Staff Recommendation: Staff defers to City Council.



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item:	Ordinance 11, Series 2021 amending sections 090.040.070, 090.040.080 and 100.070.030 related to Snow Removal, Leaves in the Right of Way, and Snow Plowing and Street Sweeping
Action Requested:	Approval of Ordinance 11, Series 2021
Department:	Economic and Community Development
Presented By:	Jennifer Ooton, Assistant City Manager
Background Info:	The attached ordinance makes changes to the Municipal Code as it relates to the depositing of snow, leaves and garbage within the City's rights-of-way. As proposed, the regulations would not allow snow and ice to be shoveled from a private property onto public streets, sidewalks and other public property, including from tri-plexes, duplexes/paired homes, and single family residences. This regulation is intended to keep the vehicular and pedestrian areas clear of ice and the build up of snow. Ordinance 11 would also create a similar prohibition on depositing leaves and other debris from private property onto a sidewalk, street or other public property. Keeping these items from the curb and gutter is important to street sweeping operations. Each fall, staff encounters leaves blown into the right-of-way, and this specific regulation would add to the already stated section which requires owners to keep sidewalks, curbs and gutters clean and maintained. This ordinance also clarifies that snow plowing and street sweeping is not considered construction noise. This is intended to exempt snow plowing and street sweeping operations from noise time restrictions thereby allowing plowing for private parking lots and public works operations to occur overnight and early in the morning.
Issues:	NA
Staff Recommendation:	Approval of Ordinance 11, Series 2021.

ORDINANCE NO. 11

Series of 2021

AN ORDINANCE OF THE CITY OF GLENWOOD SPRINGS, COLORADO, AMENDING SECTIONS 090.040.070, 090.040.080, AND 100.070.030 OF THE GLENWOOD SPRINGS MUNICIPAL CODE.

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

WHEREAS, Section 090.040.070 of the Municipal Code addresses the maintenance of sidewalks, curbs and gutters; and

WHEREAS, Section 090.040.080 of the Municipal Code addresses removal of snow; and

WHEREAS, Section 100.070.030 of the Municipal Code addresses noises prohibited; and

WHEREAS, the City Council finds and declares that the amendments to 090.040.070, 090.040.080, and 100.070.030 set forth in **Exhibit A**, hereto and incorporated herein by this reference, are in the best interest of the City.

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

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

Section 2. Sections 090.040.070, 090.040.080, and 100.070.030 of the Glenwood Springs Municipal Code are hereby amended as set forth in **Exhibit A** attached hereto.

Section 3. Any ordinances or resolutions or parts thereof, which are in conflict with this ordinance, are hereby repealed to the extent of such conflict only.

Section 4. 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.

INTRODUCED, READ ON FIRST READING, PASSED AND ORDERED
PUBLISHED BY TITLE ONLY THIS ____ DAY OF SEPTEMBER 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

INTRODUCED, READ ON SECOND READING, AND ORDERED PUBLISHED BY
TITLE ONLY TO BE EFFECTIVE TEN DAYS FOLLOWING THE DATE OF SECOND
PUBLICATION THIS ____ DAY OF _____ 2021.

CITY OF GLENWOOD SPRINGS, COLORADO

Jonathan Godes, Mayor

ATTEST:

Ryan Muse, City Clerk

EXHIBIT A

The following sections of the Municipal Code are amended as follows with double underlined text added and ~~strike through text deleted~~.

090.040.070 Maintenance of sidewalks, curbs and gutters.

- (a) *Duty.* In addition to any other obligations imposed upon owners pursuant to this article, it shall be an owner's duty to maintain the sidewalks, curbs and gutters along public rights-of-way abutting said owner's real property in a clean condition free of all debris, garbage, trash, leaves or any other substances which would impair or interfere in any way with the use of the sidewalks or curbs and gutters.
- (b) *Depositing items in right-of-way prohibited.* It shall be unlawful for any person to remove debris, garbage, trash or leaves from any private property and deposit it upon any public street, sidewalk, alley or other public property within the City.
- ~~(b)~~(c) *Notice.* In the event that the City determines that an owner has been negligent in performing the duty imposed by this section, the City shall provide written notice either by first class mail, postage prepaid, or by hand delivery to the owner, to perform the duties as set forth in this section. The owner shall have two (2) days from the date of the receipt of such notice to perform said duty. In the event the sidewalk or curb and gutter is in such condition as to constitute an immediate hazard to the health, safety or welfare of persons using said sidewalk or curb and gutter, the City may require the immediate performance of the owner's duty pursuant to this section. In the event that the owner fails to perform said duty, the City may, but need not, perform or have performed by an independent contractor all work necessary to ensure compliance with this section and shall charge the owner for the cost of such performance.
- ~~(c)~~(d) *Lien on owner's property.* In the event that the City performs such work or has such work performed, it shall have a lien upon the owner's real property for the cost of such performance until such cost is paid, which lien may be certified to the County Treasurer and/or Assessor and enforced in the same manner as is the collection of real property taxes. The City shall be entitled to recover, in the event that the cost of performance is not paid within thirty (30) days of the date of mailing or delivery of notice to the owner of the cost of such performance, its attorney fees incurred to collect such sums and interest at the rate of one (1) percent per month. Such attorney's fees and interest shall also constitute a lien against the owner's real property until paid.
- ~~(d)~~(e) *Violation.* In addition to the remedies set forth in this section, it shall be a misdemeanor for any person to fail to perform the duty required of him/her by this section and, upon conviction of the same, such person shall be punished in accordance with the provisions of Section 010.020.080.

090.040.080 Removal of snow.

- (a) *Shoveling of public sidewalks required.* It shall be unlawful for any owner or occupant of any lot, block or parcel of ground within the City, or for any agent in charge of such property, to allow any snow or ice to accumulate or remain upon the entire width of any sidewalk in the public right-of-way abutting such property longer than twenty-four (24) hours from the time of the last accretion of such snow or ice.

- (b) *Depositing snow in right-of-way prohibited.* It shall be unlawful for any person to remove snow or ice from any private property and deposit such snow or ice upon any public street, sidewalk, alley or other public property within the City ~~under the following circumstances:~~
 - ~~(1) When the snow or ice is removed from any private nonresidential property.~~
 - ~~(2) When the snow or ice is removed from any private residential property containing in excess of four (4) dwelling units as defined in Title 070 of this Code.~~
- (c) *Obstructing and endangering public right-of-way prohibited.* It shall be unlawful for any person to plow, shovel, blow or otherwise move snow or ice in or upon any public street, sidewalk, alley or other public property within the City in a manner which:
 - (1) Obstructs vehicular or pedestrian traffic upon the right-of-way.
 - (2) Increases hazards to vehicles and pedestrians traveling upon the right-of-way.
 - (3) Interferes with the maintenance of the public right-of-way by the City.
- (d) *Exception for public crews.* Nothing contained in this section shall be construed to prohibit or regulate the manner in which persons working for or on behalf of the City clear or remove snow or ice from the public streets or other public places within the City.
- (e) *Penalties.* Upon first violation of this section, occupant may be assessed a fine of fifty dollars (\$50.00). Upon second violation of this section, occupant may be assessed a fine of seventy-five dollars (\$75.00). Upon third violation of this section, property owner and occupant may be cited with a misdemeanor punishable in accordance with Section 010.020.080 of this Code.

100.070.030 Noises prohibited.

The following noises are declared a nuisance and are in violation of this section:

- (1) *Construction work.* Any noise created by operating or causing to be operated any equipment (mechanical or nonmechanical, self-propelled or manually manipulated) used in construction, repair, alteration or demolition work on buildings, structures, streets, alleys or appurtenances at any time other than between the hours of 7:00 a.m. and 8:00 p.m. on Monday through Friday, and 8:00 a.m. and 6:00 p.m. on Saturday and Sunday. Snow plowing and Street Sweeping activities are not considered "construction work" under this section. The City Manager is hereby authorized to issue a construction work noise permit allowing construction work noise to occur at a time other than the time set forth herein based on circumstances which necessitate such construction work. In the event the City Manager issues such a permit, the City Council shall be advised of such issuance at the next regular City Council meeting.
- (2) *Radios, tape players, record players, television sets, musical instruments and similar devices.* It shall be unlawful to use, operate or permit the operation of any radio receiving set, phonograph, tape player, television set, musical instrument or other machine or device for the production of sound in such a manner as to be plainly audible at twenty-five (25) feet from such device when operated in the City. In addition to the foregoing within all commercial zone districts, businesses shall make reasonable efforts to contain any noise produced by the business within the confines of the business' premises.
- (3) *Engine braking device.* Any noise created from the operation of any motor vehicle with an engine brake engaged.



City Council Staff Report

Date: September 16, 2021
 To: City Council
 From: Emery Ellingson, Planner I
 Subject: Short Term Rental Program Update & Renewal Process

REQUEST	Waive the requirement for a permit holder to collect lodging taxes on a short-term rentals and accessory tourist rentals during the permit period per Section 070.030.030(e)(7)(e)(5) and Section 070.030.030(e)(9)(f)(6)
APPLICANT	City of Glenwood Springs
LOCATION	City wide
ZONE	All

REQUIRED ACTION

Consideration of waiving the requirement for a permit holder to collect lodging taxes on a short-term rental during the permit period per Section 070.030.030(e)(7)(e)(5) and Section 070.030.030(e)(9)(f)(6). The waiving of this requirement would only apply to the renewal for the upcoming permit cycle covering 2022 and 2023.

Background

Currently, the City regulates vacation rentals using a permitting system. The City has two types of permits for vacation rentals, a Short Term Rental Permit and an Accessory Tourist Rental Permit. These uses are defined in Code as the following:

Short Term Rentals (STR) – The rental of an entire dwelling unit for monetary consideration for a period of time less than thirty (30) consecutive days, not including a bed or breakfast, residency unit, boarding or rooming house, or hotel, motel, hostel, or lodge. This definition does not include offering the use of one's property where no fee is charged or collected.

Accessory Tourist Rental – The rental for monetary compensation of not more than one (1) bedroom for transient lodging to guests in those residential dwelling units that contain a minimum of two (2) bedrooms and are owner-occupied or occupied by a resident manager.

In 2019, City Council modified the regulations which included increasing fees, implementing distance requirements, and requiring building inspections. The intent of these changes was to reduce the impact of vacation rentals on neighborhoods. Since then, the total amount of permitted vacation rentals in the City has decreased. Table below illustrates these changes.

Permit Changes from 2018-2019 to 2020-2021			
	<i>2018-2019</i>	<i>2020-2021</i>	<i>% Change</i>
Short Term Rentals (STR)	135	87	-35.5%
Accessory Tourist Rentals (ATR)	22	15	-31.8%
Total Permits	157	102	-35.0%

Since the last permit period of 2018-2019, there has been a significant decrease in permits. In total 60 STR permits and 10 ATR permits were removed. Most of this decrease was from permit holders declining to renew, while others were removed due to sale of a home or voluntarily termination of their permit. Of those removed, 4 properties regained an STR permit under a new owner and 2 regained an ATR permit.

Terminated Permits 2020-2021		
	<i>STR</i>	<i>ATR</i>
Declined to renew	48	10
Sold home*	9	0
Voluntarily terminated permit	3	2
Returned to permit use	4	2

*Permits expire with sale of home, cannot be transferred.

Although the overall trend is for a decrease in permits, there were additional permits issued during this permit period. Table below shows additional permits issued during permit period 2020-2021.

Added Permits 2020-2021		
	<i>2020</i>	<i>2021</i>
Short Term Rentals (STR)	7	5
Accessory Tourist Rentals (ATR)	3	2
Totals	10	7

The 2019 regulations also placed a total cap on the number of permits issued citywide. Caps were designated specially for areas within the GID and outside the GID. Existing permits and total capacity for GID and non-GID areas shown below.

Permit Caps 2020-2021				
	<i>Existing Permits</i>	<i>Cap Limit</i>	<i>Cap Number</i>	<i>Capacity %</i>
Within GID	15	18% of total free market units within GID*	30*	50%
Outside GID	72	5% of total free market units citywide**	198**	36%
Citywide	87	18% of GID + 5% of non-GID	198***	44%

*Based on 172 free market units in GID from 2020 Garfield County information.

**Based on 3,974 free market units citywide from 2019 demographer information.

***GID Short Term Rental Permits do not count towards the total permit number

There is additional capacity for more permits both in the GID and outside the GID. However, outside the GID, any new permits must be 250' from any existing permit. As seen in the attached maps, this further limits the future growth of Short Term Rentals because many locations are ineligible for a permit due to proximity to an existing permit. This requirement will likely prevent the total numbers of STR permits from exceeding the citywide cap. However, it is more likely that the downtown area may approach this cap as there is less capacity and the 250' distance regulation does not apply to permits within the GID.

Proposed Action

All permits are valid for two years and expire in odd years. All current permits expire on 12/31/2021 and all current permit holders that wish to renew for the next permit cycle for 2022 and 2023 will be required to complete the renewal process by 12/31/2021.

Part of the renewal process includes collecting lodging tax during the permit period. Code does not set a minimum amount. Code states that “a permit holder who fails to collect lodging taxes on a short term/accessory tourist rental during the permit period shall not be permitted to renew the permit for the next two-year permit cycle”.

During the 2020-2021 permit period, City Council enacted a prohibition on use of Short Term Rentals/Accessory Tourist Rentals for a period of time during spring 2021. During this time, permit holders were legally not allowed to operate. This closure may have caused permit holders to utilize their properties in different ways. In addition, some permit holders, especially Accessory Tourist Rental Permit holder which host guests in a bedroom within their home may have chosen to not utilize their permits due to public health concerns.

Also, in 2021, there were changes at the state level in how lodging taxes are collected which has resulted in significant changes in how Air BnB and VRBO, the main sites used by permit holders, collect taxes.

Previously, the City collected lodging taxes individually from each owner. Now Air BnB collects lodging tax on behalf of each individual owner on each individual reservation and Air BnB remits a lump sum to the City for all stays occurring in the City. VRBO collects the lodging tax from each individual owner on each reservation and then sends the amount back to each owner for the owner to remit to the City. These changes have made it more difficult for staff to determine on a case by case basis if a permit holder has collected an amount of lodging taxes for the permit period.

Waiving the requirement for this permit period will reduce staff time needed to determine the best way to enforce this regulation as well as provide some relief to permit holders given the difficulties related to COVID and tax collection. However, staff recommends that this requirement only be waived for this permit period. Staff finds that the requirement plays an important part in the overall regulation of vacation rentals.

Review Criteria and Analysis

Staff finds that the regulations added in 2019 have been effective in limiting the effect of short term rentals in neighborhoods while still preserving an opportunity for existing homeowners to utilize their property.

The requested action is intended to be temporary relief related to significant hardship of the previous permit cycle.

Reviewing Agency Comments

There are no agency comments at this time.

Public Comment

Staff received one request from a permit holder to provide relief to current permit holders in consideration of difficulties during the past permit cycle.

Action Item and Staff Recommendation

Action Item:

Consideration to temporarily waive Code Section 070.030.030(e)(7)(e)(5) and Section 070.030.030(e)(9)(f)(6).

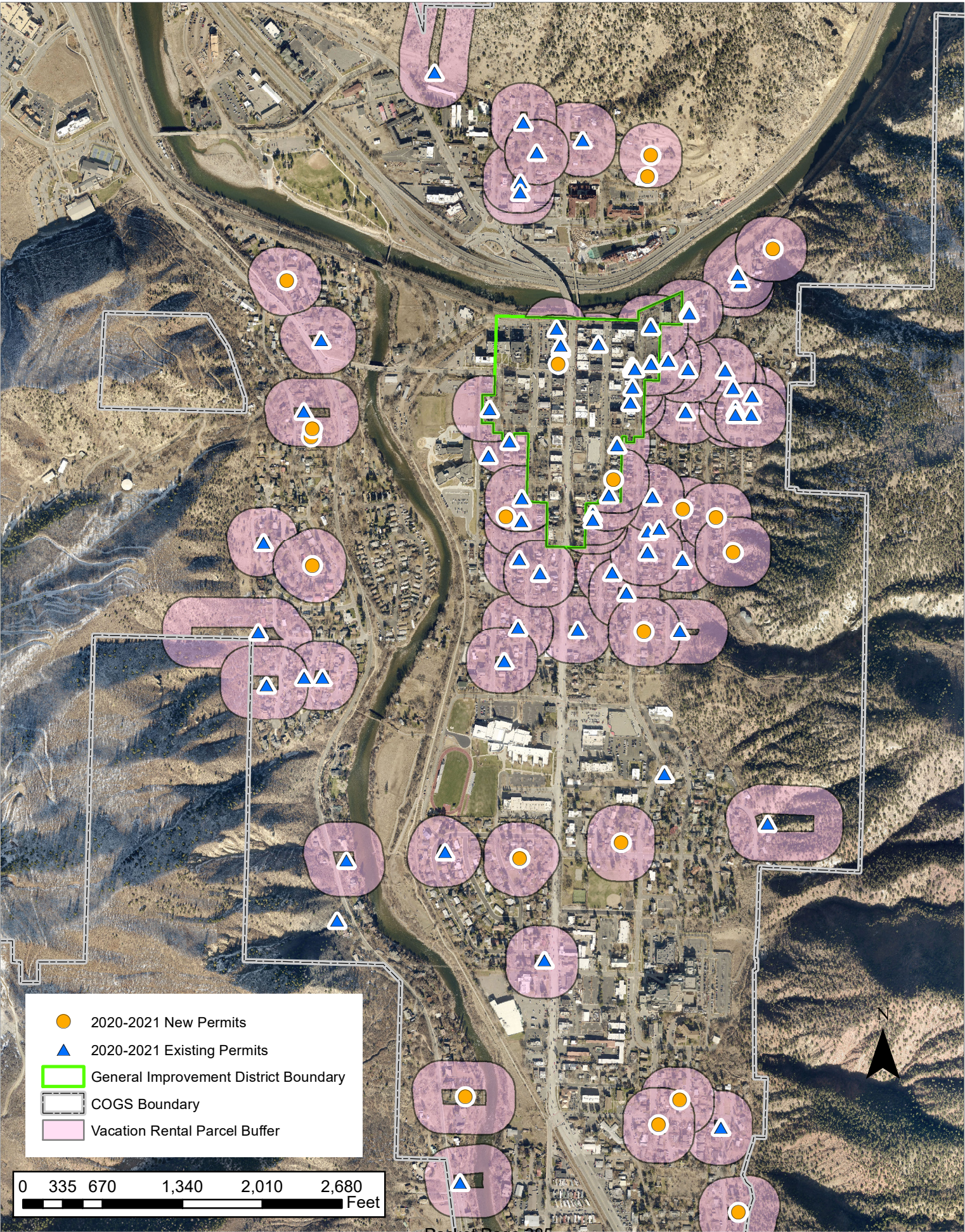
Staff recommends approval of this program change for the 2022-2023 permit period.

Suggested Findings

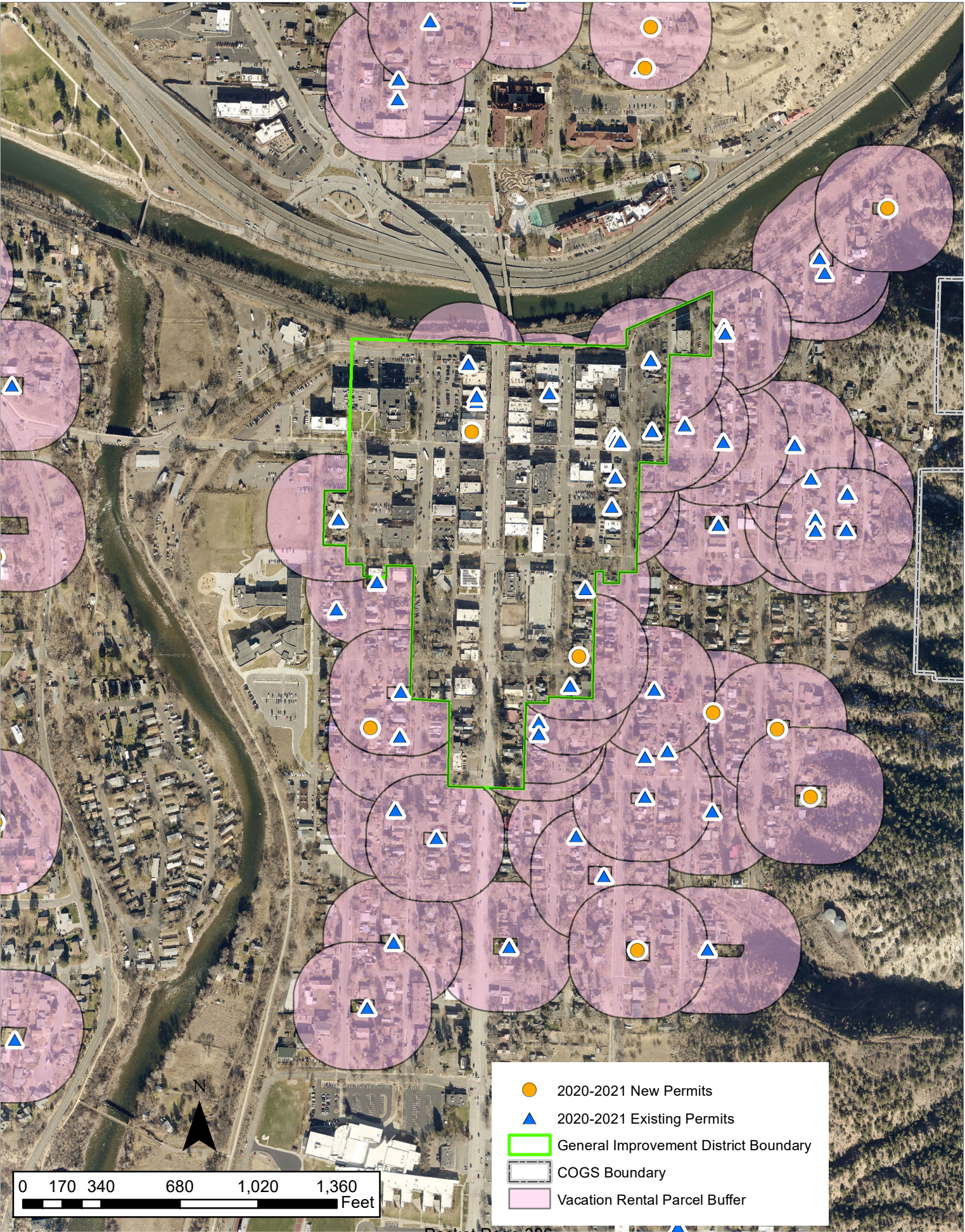
Staff finds that waiving of this requirement will do the following:

- 1) Provide some level of relief to Short Term Rental and Accessory Tourist Rental permit holders.
- 2) Reduce staff time necessary to enforce regulations and determine most efficient way to enforce regulation given changes at the state level for tax collection.
- 3) The regulation should only be waived for 2022-2023 permit cycle only.

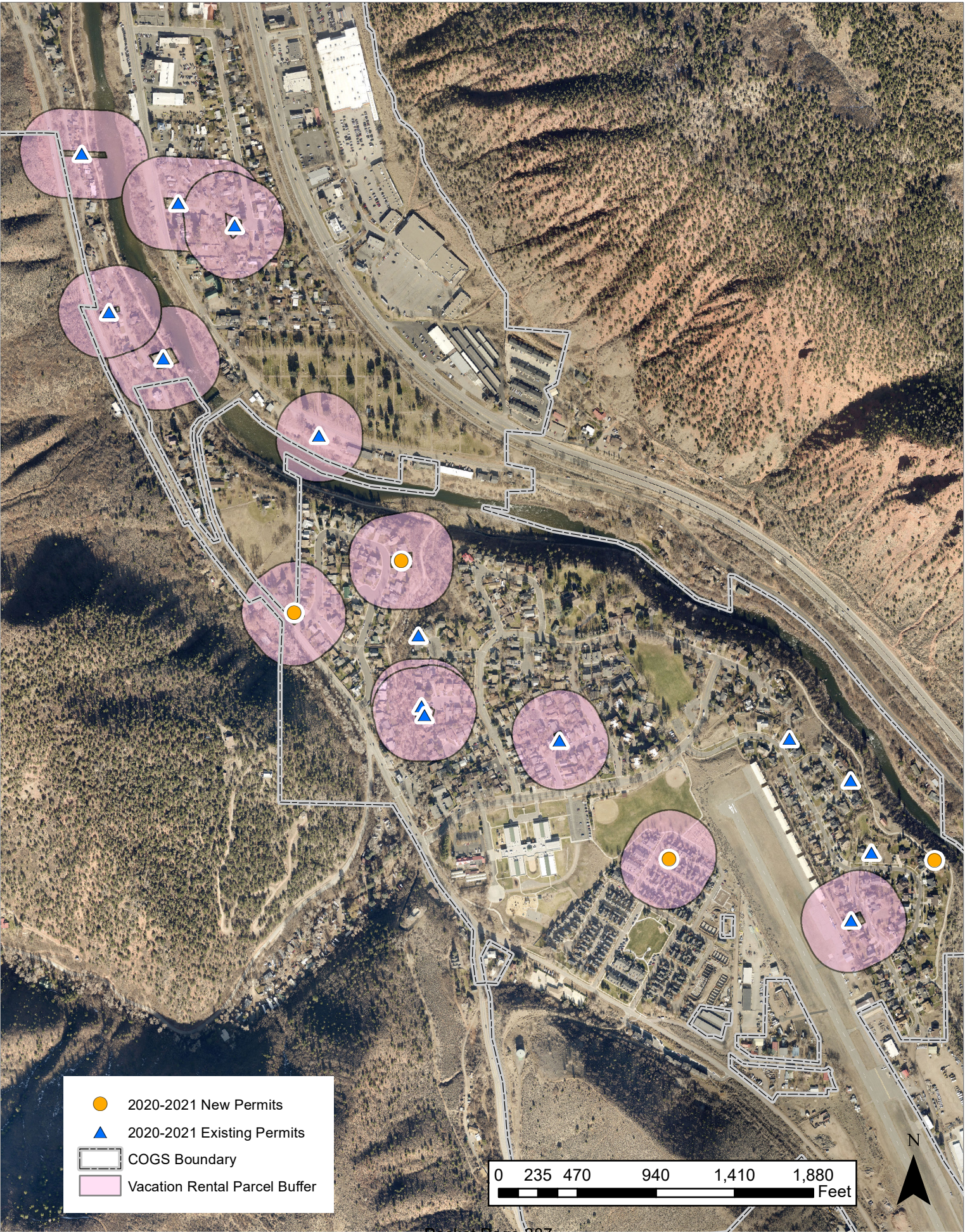
Short Term Rentals



Short Term Rentals



Short Term Rentals



Short Term Rentals



RESOLUTION NO. 2021-24

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF GLENWOOD SPRINGS TEMPORARILY SUSPENDING
RENEWAL PROVISIONS OF ACCESSORY TOURIST
RENTALS AND SHORT-TERM RENTALS IN THE CITY**

WHEREAS, the global pandemic has impacted the lodging industry within Glenwood Springs including accessory tourist rentals and short-term rentals; and

WHEREAS, the Glenwood Springs Municipal Code requires that permit holders for accessory tourist rentals and short-term rentals collect and remit lodging tax during the term of their permits or are ineligible for a renewal; and

WHEREAS, some current permit holders have chosen not to rent their facilities during the pandemic and as such have not collected and remitted lodging taxes; and

WHEREAS, the City Council does not wish to penalize these permit holders.

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

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

Section 2. For purposes of accessory tourist rentals and short-term rental renewals commencing January 2022, the City Council hereby waives the requirement for applicants to have collected and remitted lodging taxes during the prior permit period from January 2020 to December 2021.

INTRODUCED, READ, AND PASSED THIS ____ DAY OF SEPTEMBER 2021.

By _____
Jonathan Godes, Mayor

ATTEST:

By _____
Ryan Muse, City Clerk



City Council
STAFF REPORT
City of Glenwood Springs
September 16, 2021

Agenda Item: Correspondence Incoming/Outgoing

Action Requested: Keep South Midland Moving Update

Department: City Administration

Presented By:

Background Info: NA

Issues: NA

Staff Recommendation: NA

September 2021 City Council Project Update

New sidewalk installed before start of school

Just in time for local kids heading back to school, crews recently completed the construction of a new 10-ft. wide sidewalk to safely serve pedestrians and cyclists along South Midland near Sopris Elementary. Curb and gutter work, with a 4" water-tie line on Sopris Drive, was also being finalized.

When school went back into session on August 16th, lane closures and delays on South Midland were adjusted back to 9a–3p on schooldays (9a–2p on Wednesdays) to minimize traffic delays.



Three-way stop to advance roundabout construction

In late August, the Four Mile and Midland roundabout shifted to a three-way stop configuration to better facilitate critical access and continued work.

Beginning Tuesday, September 7, the north neighborhood entrance to Park West was closed to improve safety for the construction crews. All motorists and pedestrians are temporarily entering and exiting via the south entrance.

Roundabout construction progress continues

The first half of the roundabout has been graded and cured while progress continues on the second half including installation of a new storm drainage and utilities. Water line work is underway with upcoming impacts for the sewer line. Crews are working hard to meet multiple seasonal deadlines and to complete critical roadway improvements.

Phase III of the roundabout construction, which will require 24-hour flagging operations to safely facilitate access to the other side of the roundabout, is scheduled to begin on the 15th



Community Communications Coalition – On site meeting and project tour

The next meeting of the South Midland Community Communications Coalition (CCC) has been rescheduled to Wednesday, Sept. 15, 2021, from 4:30 p.m. – 6:00 p.m. at Sullivan Park in Glenwood Springs. The project construction team will be on hand to give tours, answer questions and provide updates.